



WESTMINSTER STATION AREA SPECIFIC PLAN

CITY COUNCIL ADOPTED PLAN



WESTMINSTER

WESTMINSTER, COLORADO
May 8, 2017

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Thank You to all Stakeholders and Residents of the Station Area and the City of Westminster at large for your input and contributions.



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TABLE OF CONTENTS

1 INTRODUCTION AND PLANNING CONTEXT

1.1 Introduction	10
1.2 Specific Plan Purpose and Scope	10
1.3 Specific Plan Administration	12
1.4 Planning Background and Process.....	12
1.5 Specific Plan Vision	18
1.6 Specific Plan Objectives.....	22
1.7 Planning Context	26
1.8 Specific Plan Document Organization	40

2 REGULATING PLAN

2.1 Overall Regulating Plan Intent	44
2.2 Land Use Intent	45
2.3 Regulating Plan	49

3 STREETScape AND CIRCULATION

3.1 Overall Streetscape and Circulation Intent.....	64
3.2 Streetscape Design	64

3.3 Multimodal Circulation	64
3.4 Streetscape Typologies and Design.....	72
3.5 Streetscape Design Elements.....	88
3.6 Street Tree Plan.....	95
3.7 Gateways and View Corridors	98
3.8 Wayfinding and Identity.....	98
3.9 Signage.....	100
3.10 Lighting	105

4 BUILT FORM

4.1 Overall Built Form Intent	110
4.2 Urban Design and the Built Environment.....	110
4.3 Development Standards.....	114
4.4 Block Size and Connection.....	121
4.5 Site Design and Access	122
4.6 Building Design.....	124
4.7 Building and Use Type.....	128
4.8 Adaptive Reuse of Existing Buildings.....	134
4.9 Parking	138
4.10 Infrastructure and Utilities	145

5 GREEN SPACE AND PUBLIC ART

5.1 Overall Green Space and Public Art Intent.....	148
5.2 Existing Green Space	148
5.3 Proposed Park, Public and Green Space	150
5.4 Park Demand	151
5.5 Public Art	158
5.6 Park Programs and Activities	162

6 IMPLEMENTATION

6.1 Overall Implementation Intent.....	166
6.2 Plan and Regulatory Consistency	166
6.3 City-Wide Departmental Coordination	166
6.4 Implementation Measures	168
6.5 Implementation Program	172
6.6 Financing Strategies.....	180
6.7 Development Process.....	184

7 APPENDIX

7.1 Glossary of Terms.....	186
7.2 Proposed Street Renaming	188
7.3 Referenced Agencies and Documents	189

FIGURES & TABLES

FIGURES

Figure 1-1: Regional Location.....	13
Figure 1-2: South Westminster Showing Station Area	14
Figure 1-3: Station Area (Planning Area)	15
Figure 1-4: Illustrative Vision.....	21
Figure 1-5: Physical Context and Views.....	27
Figure 1-6: Existing Land Use and Property Ownership	29
Figure 1-7: Existing Zoning	30
Figure 1-8: Comprehensive Plan Designation	31
Figure 1-9: Surrounding Developments and Projects.....	36
Figure 1-10: Surrounding Public Facilities and Amenities	38
Figure 2-1: Character Map	46
Figure 2-2: Land Use Framework Plan	48
Figure 2-3: Future Streets Overlay	49
Figure 2-4: Height Map	54
Figure 3-1: Multimodal Circulation Framework	65
Figure 3-2: City of Westminster Trail and Bike Map	68
Figure 3-3: Existing Walkshed Analysis Map.....	69
Figure 3-4: Street Typology and Network Plan.....	73

Figure 3-5: Phase 1 (2016) Facilities Plan	82
Figure 3-6: Street Tree Plan	96
Figure 3-7: Gateways and View Corridors	99
Figure 5-1: Existing Parks and Open Space	149
Figure 5-2: Station Area Green Space Network.....	153
Figure 5-3: Public Art Framework	159

TABLES

Table 2-1: Intensity Standards by Land Use Classification	55
Table 2-2: Allowed Land Uses by Classification.....	56
Table 2-3: Potential Development Summary.....	61
Table 3-1: Existing and Projected Area Level of Service Summary	71
Table 4-1: Development Standards.....	114
Table 4-2: Off-street Parking Standards.....	141
Table 6-1: Implementation Program.....	172
Table 6-2: Financing Strategies	183



Artist's rendering: Looking north of the intersection of Westminster Station Drive and Hooker Street

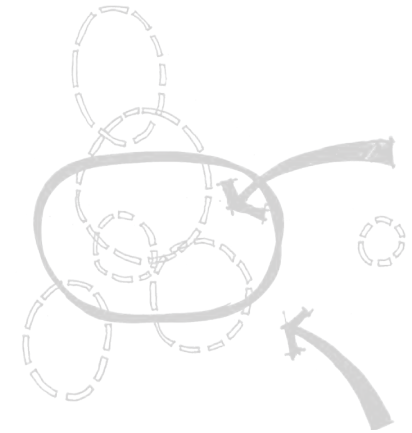
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1

INTRODUCTION AND PLANNING CONTEXT

1. INTRODUCTION AND PLANNING CONTEXT

The Westminster Station Area Specific Plan sets forth a vision and framework to guide future land use, infrastructure and redevelopment decisions for the area surrounding the Westminster Station. The Specific Plan includes a comprehensive policy framework, development standards, design guidelines, and implementation strategies that will help achieve the desired vision. This Chapter introduces the City of Westminster's Vision and objectives for the transformation of this area into a transit-supportive neighborhood as well as its overall planning context and setting.



1.1 INTRODUCTION

Located just southeast of the historic core of the City of Westminster (City), the Westminster Station Transit Oriented Development Area (Station Area) has the potential to become a new mixed-use urban neighborhood and regional destination. The Station Area is advantageously located near US 36 and Federal Boulevard—two major regional corridors in the Denver metropolitan area—and is home to a Denver Regional Transportation District (RTD) commuter rail station. Additionally, the Station Area is located just south of key civic and historic landmarks in the City, including the Irving Street Park and Library, 73rd Avenue, and the historic Harris DeSpain School building. The southern portion of the Station Area includes the planned Westminster Station Park and Open Space, which will

be a major community and regional amenity, connecting the area to the City's extensive network of trails and open spaces as well as the Denver region's open space. Much of the land around the planned transit station is currently underutilized. Significant land ownership by the City and Adams County Housing Authority, and large single-ownership properties along the rail corridor, provide a great opportunity for adaptive reuse of older structures, redevelopment, and placemaking within the Station Area.

1.2 SPECIFIC PLAN PURPOSE AND SCOPE

This document, the Westminster Station Area Specific Plan (Specific Plan) guides new development as well as redevelopment within the Station Area. This Specific Plan establishes

the zoning, design vision, the intended character and the development regulations that shape and implement the City's vision for the Station Area. Furthermore, this Specific Plan describes the infrastructure and utilities that will serve the Station Area and provides a regulatory framework for implementation.

The Specific Plan provides Goals, Policies, Guidelines and Standards, that govern development in the Station Area with emphasis on Land Use, Circulation and Streetscape, Built Form, Green Space, and Utilities. These Goals, Policies, Guidelines and Standards cover the public realm as well as private development.

Goals: These provide the overall intent for that particular vision, use, site, or project element. Goals are numbered as follows: SP-G-# (Specific Plan-Goal-Number).

Policies: These are criteria that provide specific direction based on the related goals. Policies are numbered as follows: SP-P-# (Specific Plan-Policy-Number).

Guidelines: These supplement goals and policies. Guidelines use terms like "should" or "may" to denote that they are considered pertinent to achieving the stated intent, but allow discretion based on site and project conditions. Numbering is SP-GL-# (Specific Plan-Guideline-Number)

Standards: These define issues considered critical to achieving the goals. Standards use terms like "shall" or "require" to indicate compliance is mandated. They also indicate acceptable levels of quality; provide quantifiable controls; and stipulate the regulatory language and framework for implementation. Standards are numbered as follows: SP-S-# (Specific Plan-Standard-Number).



Artist's rendering of Westminster Station looking north towards station platform from the Westminster Station Park. Note: the design of the smaller platform shelter has changed.

1.3 SPECIFIC PLAN ADMINISTRATION

The Specific Plan is a regulatory zoning document that establishes and defines the Westminster Station Area Specific Plan District. Development in the Station Area should generally follow the goals, policies and guidelines; and comply with the standards of this Specific Plan.

1.4 PLANNING BACKGROUND AND PROCESS

REGIONAL LOCATION AND PLANNING AREA

The Station Area is strategically located in the northwest portion of the greater Denver metropolitan area, just a half-mile south of the US 36 and Federal Boulevard interchange. The crossroads of I-25, I-76 and US 36/I-270 are just two miles to the east, with downtown Denver a short nine-mile commute to the south. Figure 1-1 shows the area's regional location.

Within the City, the Station Area is situated in the greater South Westminster area, which served as the City's earliest center of activity and commerce. The area is comprised of an eclectic mix of neighborhoods and districts, including Harris Park, Westminster's original City Hall complex

and a diverse array of commercial, service and industrial uses. As shown in Figure 1-2, the area also includes several key public/quasi-public destinations, including the Westminster Municipal Court, Irving Street Park and Library, Westminster Swim and Fitness Center, Westminster Mature Adult Center (MAC), the historic Harris DeSpain School and Union High School buildings.

As shown in Figure 1-3, the 135-acre planning area (which includes rights-of-way and Drainage Area) is bound by Federal Boulevard to the east, Lowell Boulevard to the west and 72nd Avenue to the north. The Little Dry Creek basin comprises the southern portion of the planning area, south of the rail corridor between Lowell Boulevard and Federal Boulevard. The existing FasTracks (B Line) Westminster Station is located along the rail corridor in the center of the Station Area at approximately 70th Avenue and Irving Street. The Westminster Station will serve as a visual and physical connection between the park and new development to the north.

PROJECT BACKGROUND

Several factors have influenced planning for the Station Area as a key transit-oriented development and economic growth opportunity. These

include the history and surrounding context of South Westminster and designation of Westminster Station as part of the first phase of the B Line.

South Westminster Redevelopment

South Westminster is an active, diverse community that in recent years has been challenged by slow economic growth and an aging built environment. The area nearest the Station Area is characterized by older residential neighborhoods in need of infrastructure improvements, under-utilized industrial buildings and auto-related uses. Also present are aging commercial centers that provide relatively few neighborhood services, retail or restaurant choices for nearby residents. In an effort to revitalize and improve the character and quality of the South Westminster area, the City has facilitated several projects: Westminster Plaza, located at the northwest corner of 72nd Avenue and Federal Boulevard, was redeveloped in the early 1990s to provide a key neighborhood shopping center within the area. More recent streetscape, public art and redevelopment efforts along 73rd Avenue and Lowell Boulevard have also enhanced the area. Intensified development and infrastructure improvements within the Station Area will continue these

revitalization efforts and provide impetus for further growth in the area.



Multiple public/quasi-public destinations are located close to the Station Area, including the Irving Street Library (top), the Mature Adult Center, and historic Harris DeSpain school (bottom).

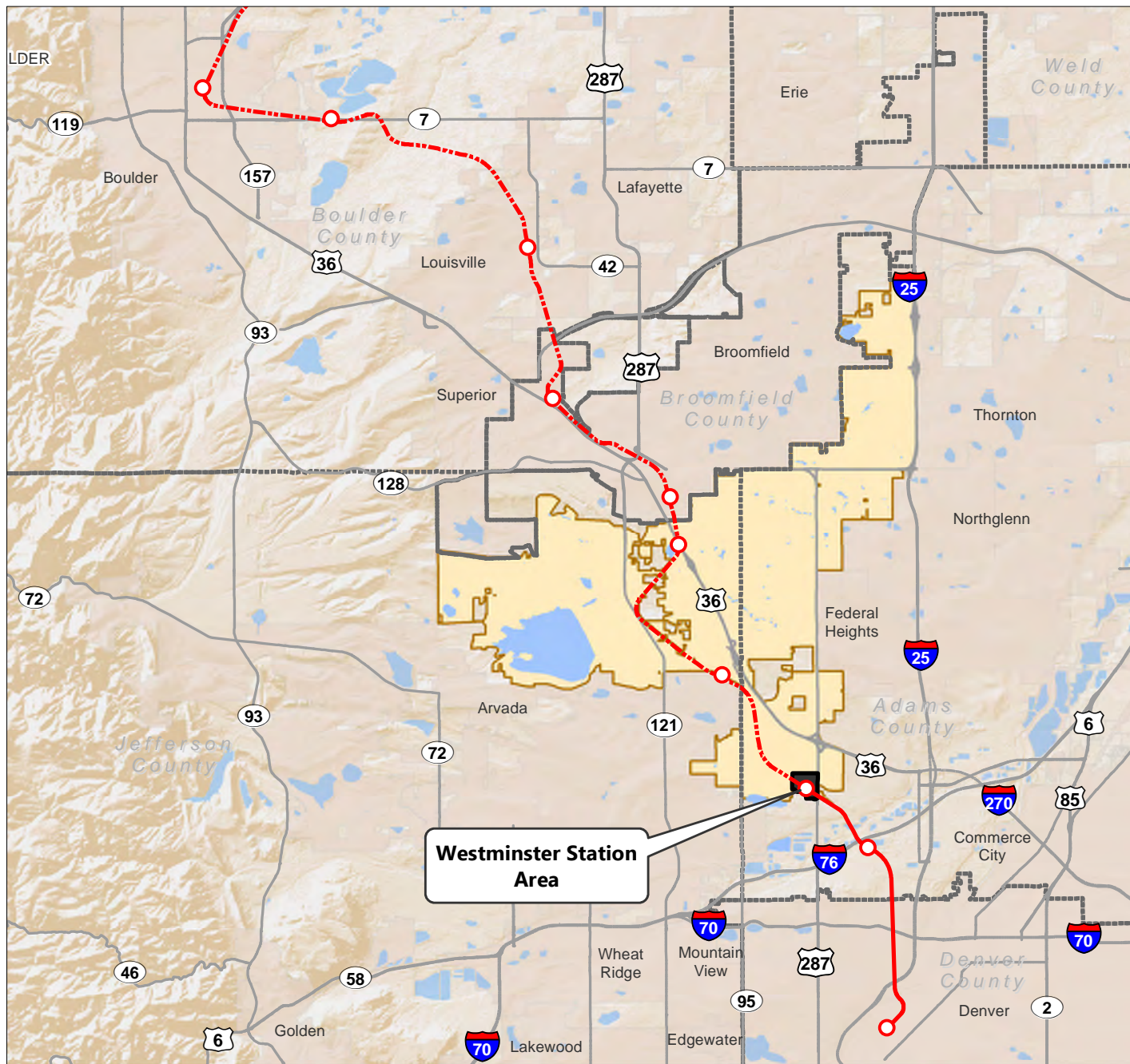


Figure 1-1:
Regional Location

- FasTracks Station
- Westminster Station Area
- Northwest Rail Corridor**
- Phase 1 FasTracks
- - - Future Phases FasTracks
- Counties
- Westminster City Limits

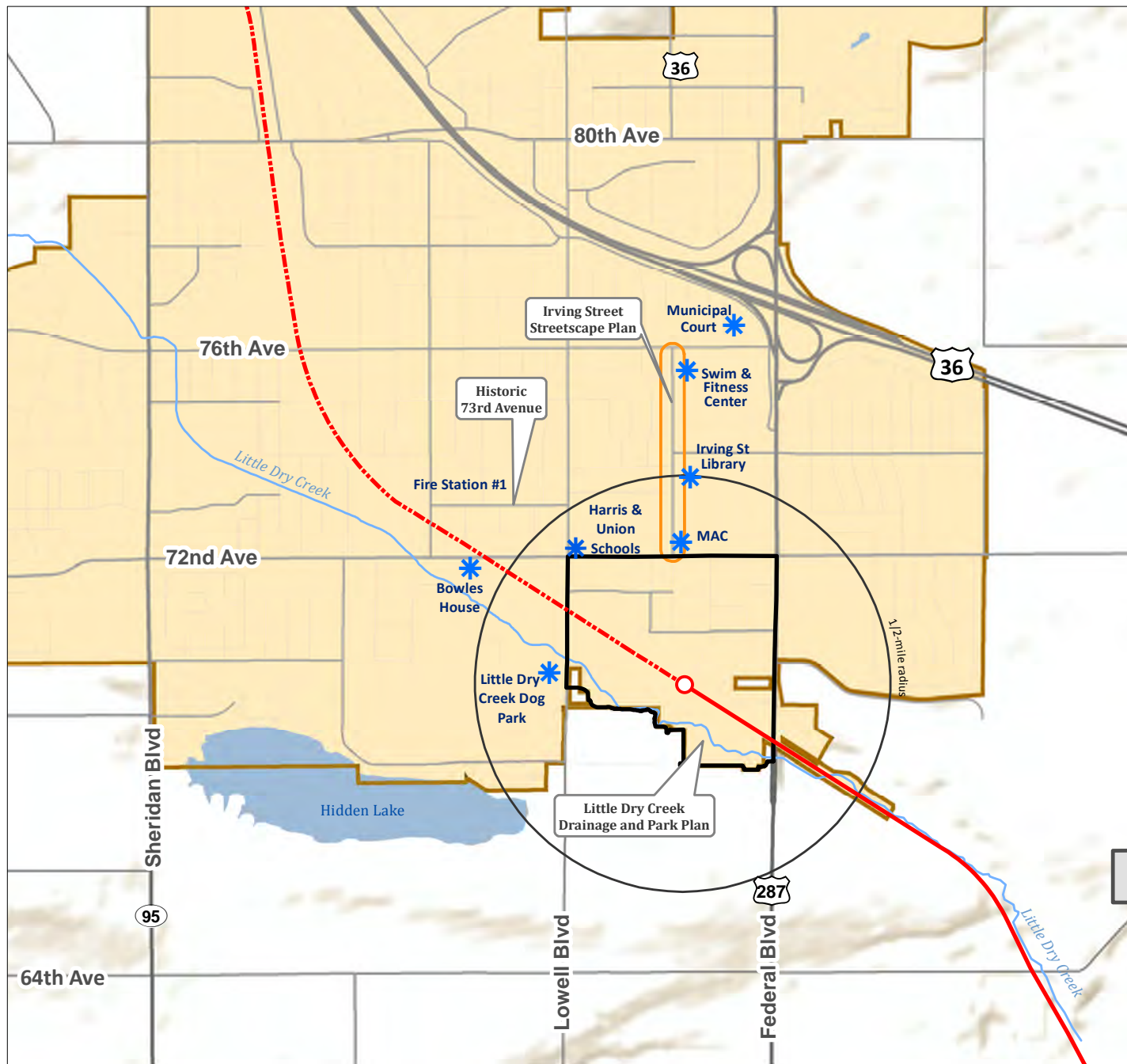
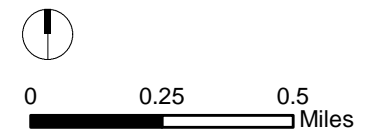


Figure 1-2:
South Westminster
Showing Station Area

- FasTracks Station
- * City Facilities
- Phase I FasTracks
- - - Phase II FasTracks
- Westminster Station Area
- Streetscape Plan
- Westminster City Limits



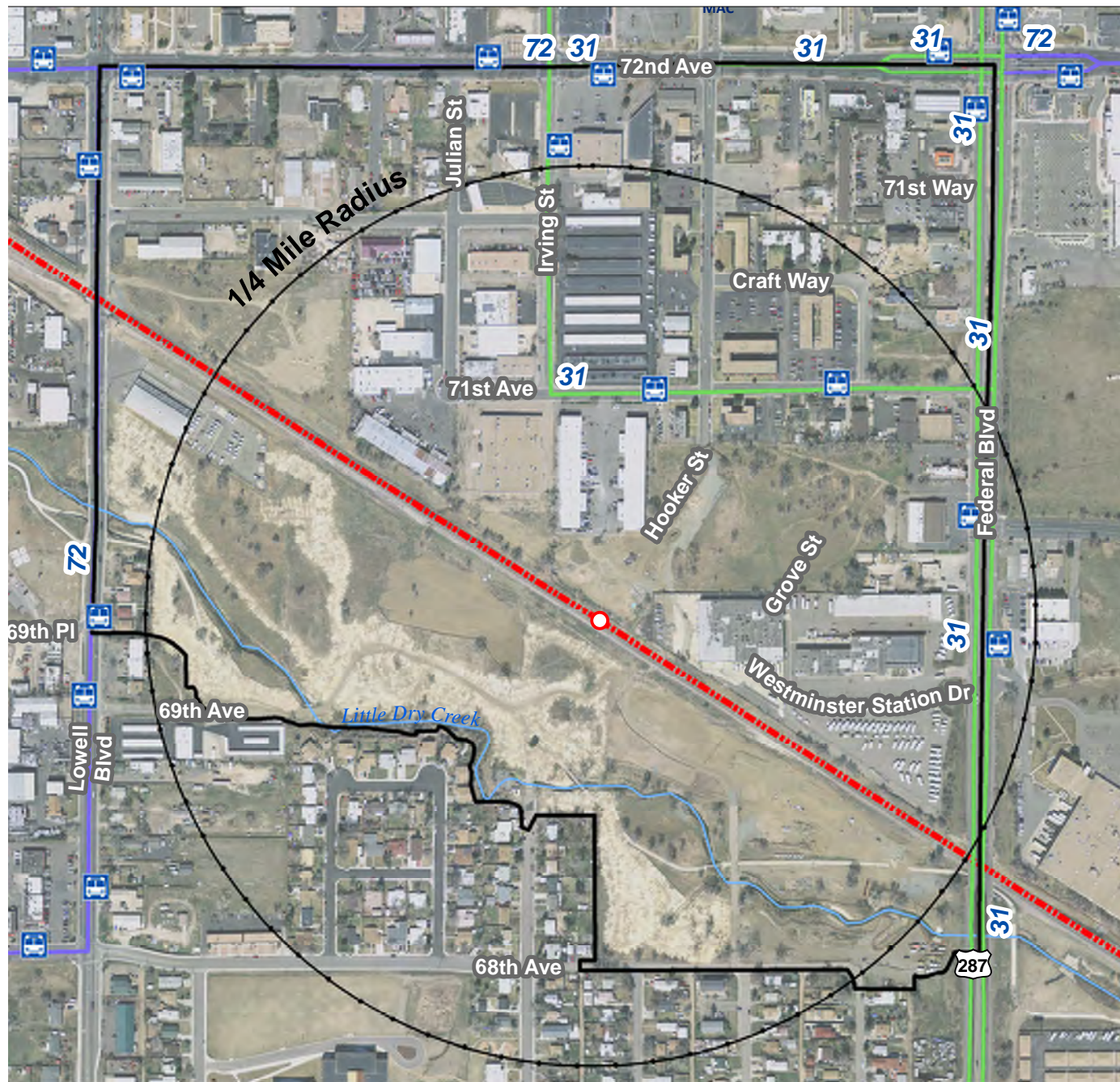
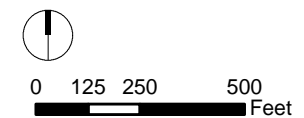


Figure 1-3:

Station Area (Planning Area)

- FasTracks Station
- Station Core - 1/4 Mile Radius
- RTD Bus Stops
- Westminster Station Area
- RTD Bus Routes**
- 31
- 72
- - - Rail Corridor



Westminster Station and Initial Station Area Planning

In 2002, Westminster Station was identified as part of the Regional Transportation District (RTD) study of the proposed US 36 commuter rail line from downtown Denver to the northwest suburban area, Boulder and Longmont. Multiple studies were subsequently completed to evaluate a station location and potential for transit-oriented development in the surrounding area. The first study for the Station Area—the South Westminster TOD Study—was initiated by the City to proactively examine how a potential commuter rail station and transit center could benefit the community goals and future economic stability of South Westminster. The study provided recommendations for land use and design, as well as an illustrated concept plan. Building on these recommendations, planning for the Station Area has evolved into a clear vision for a high-intensity, mixed-use district that will act as a major activity center within South Westminster. The policy framework, design standards and guidelines of this Specific Plan are the culmination of this planning process.

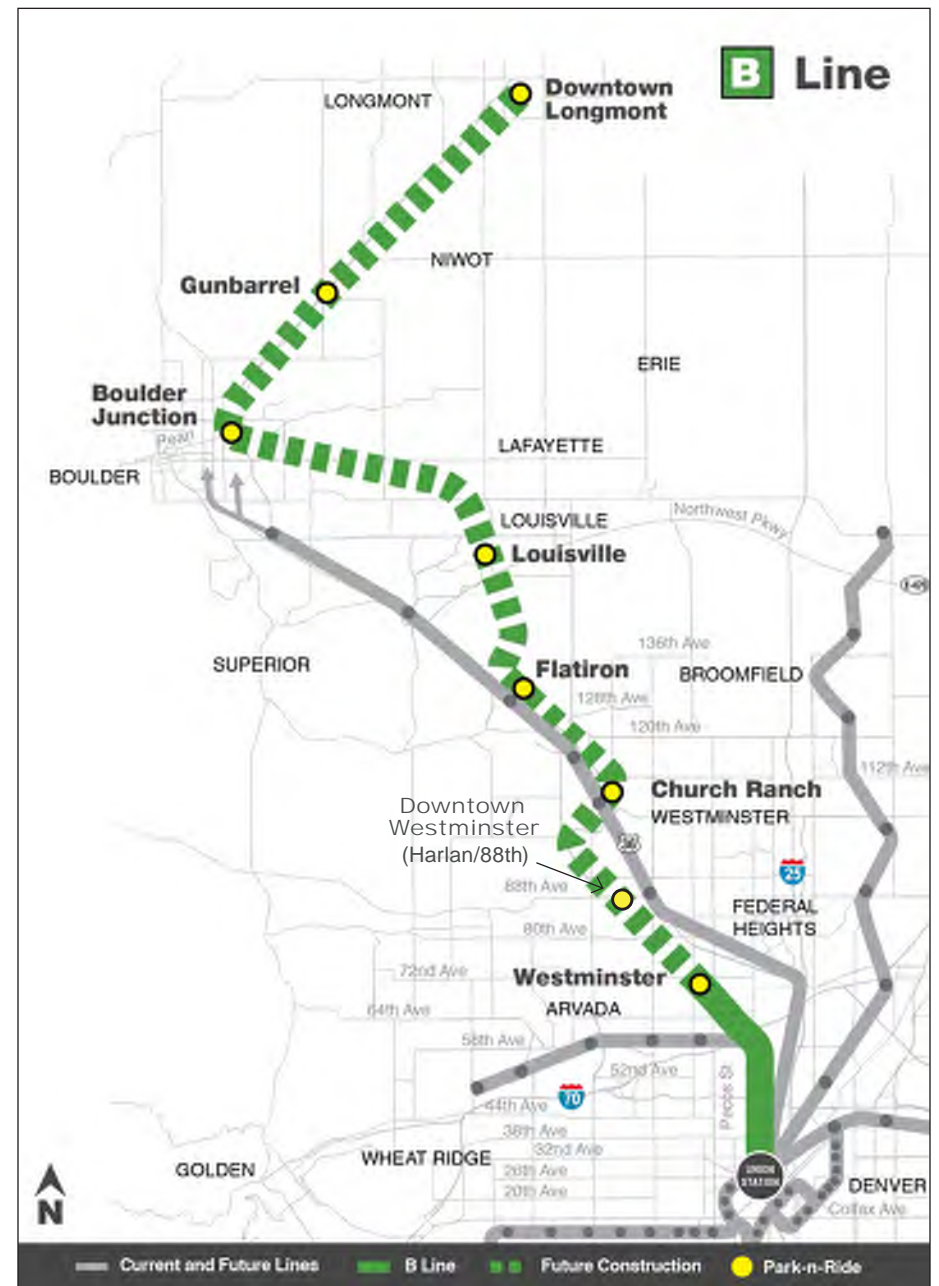
FasTracks Corridor

As an effort to relieve congestion along the US 36 corridor and expand

Denver's regional transportation network, the RTD FasTracks B Line will extend from Denver Union Station to Longmont, passing through North Denver, Adams County, Westminster, Broomfield, Louisville and Boulder. The project will be built in phases, with the first phase of the line terminating at Westminster Station. This phase was approved in August 2009, as part of RTD's Eagle P3 Project, with the majority of funding appropriated in August, 2011, as part of the Federal Transit Authority New Starts Grant. Completion of this portion of the rail line was on July 25, 2016. Timing of further phases of the rail line will depend on funding availability.



Rendering of the Electric Multiple Unit (EMU) train to be used for the FasTracks corridor. Image courtesy: www.rtd-fastracks.com



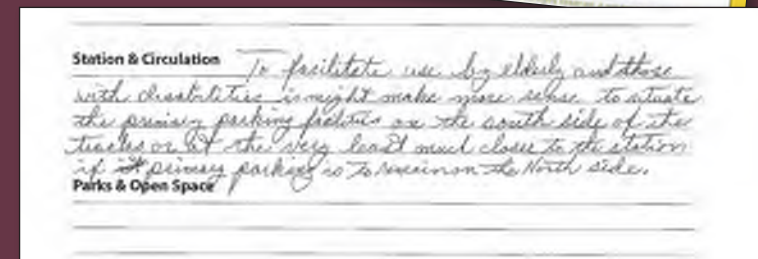
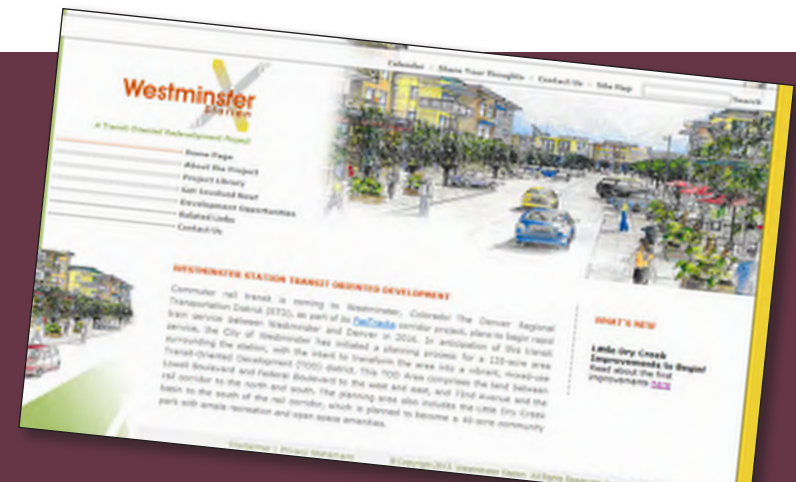
Proposed FasTracks B Line as of November 2015: www.rtd-fastracks.com

PROJECT OUTREACH

Public outreach for the Specific Plan was comprised of four components:

1. Stakeholder meetings with business owners, property owners and developers;
2. Neighborhood-wide open houses;
3. Focused neighborhood and organization briefings;
4. Project website: www.westminsterTOD.com

Outreach for the Specific Plan began in March 2012 with two stakeholder meetings, a community Open House, neighborhood organization briefing and an updated project website. Approximately 200 people participated in this first round of outreach, including 150 community members that attended the March 14th Open House at the MAC. An additional Open House was held to present the draft Specific Plan components to the community in September 2012. Other community outreach efforts were organized, as the Specific Plan matured with individual and group Stakeholder meetings, Open Houses and Focused Group meetings until the completion of the Specific Plan in 2016.



Top: Screen shot of the project website at www.westminstertod.com.
Bottom: Excerpt of a comment card filled by a meeting attendee.



The first community workshop was held at the Mature Adult Center (MAC) in Westminster. Over 150 community members were in attendance on March 14, 2012

1.5 SPECIFIC PLAN VISION

The City of Westminster's adopted **2016 Strategic Plan**¹ outlines the following as the Vision for the City:

Westminster is the next Urban Center of the Colorado Front Range. It is a vibrant inclusive, creative and well-connected City. People choose Westminster because it is a dynamic community with distinct neighborhoods, quality educational opportunities and a resilient local economy that includes: a spectrum of jobs; diverse, integrated housing; and shopping, cultural, entertainment, and restaurant options. It embraces the outdoors and is one of the most sustainable cities in America.

The **Specific Plan Vision** taps into the vision established for the City and is as follows:

¹ Westminster City Council uses a strategic planning process to help achieve its long-range vision of a City that is rich in complexity; a community that is desirable as a place of residence or business. Each year City Council reviews its vision for the future through a Strategic Plan to achieve that vision. The plan defines the City's vision, mission, core values, and goals. Each goal is further defined and specific initiatives are identified as priorities for City Council that help achieve the associated goal.

The Station Area is designed to establish an active pedestrian-oriented district with a pattern of connected streets and a variety of land uses. This includes a balance of growth and retention, both physically and economically. Thus, as new development comes in, existing development adapts and is redeveloped to meet the overarching long-term vision. In other words, pockets of incremental development will occur alongside large scale new development and redevelopment. The salient areas of the Vision are outlined below:

DEVELOPMENT CHARACTER

The overall framework and design of the Specific Plan will establish the Station Area as an attractive destination and community center in South Westminster. High quality streetscape features and building design will further emphasize the area as a desirable location in which to live and work. The Specific Plan envisions a desired relationship between the built form, land use activity and the public realm with building types, park locations and street types that could occur within the parameters of the Specific Plan framework. At the core of the development, buildings are envisioned to be up to 8 stories tall with active building frontage and ground floor requirements.

MIX OF INCOMES

The Specific Plan promotes a mix of development types that will meet the needs of people with a mix of income levels, including affordable housing options. This mix brings a critical mass of people from different ranges of the economic ladder to live and work within one geographical area.

RETENTION AND ADAPTABILITY

Retention of existing built form, where appropriate, is envisioned particularly in the near and mid-term of development. The Specific Plan recognizes that the Station Area is not a blank slate for redevelopment and is an established neighborhood with several different land uses. The Specific Plan encourages the smooth transition of uses that become non-conforming after adoption. (See Chapter 4). Another tool is to create opportunities for adaptive reuse of buildings and structures within specified guidelines.

APPROACH TO BUILD-OUT

The final build-out for the Station Area is expected to be over a 20 to 30 year time frame. This will be achieved through an incremental phasing strategy that will carefully

integrate into the existing fabric of the area. Larger-scale property owners within the area, including the City of Westminster and Adams County Housing Authority, may help to achieve build-out on some parcels faster as consolidation of parcels for redevelopment will be easier to achieve. These will serve as catalyst projects that will lead to adjacent redevelopment and improvements. The remainder of the site will build-out over time, in response to catalyst development and as parcels become available for sale.

MOBILITY

The greatest mix and intensity of uses is focused around the transit station, with shorter blocks and sight lines for greater walkability and navigability. Multimodal circulation is emphasized throughout the Station Area with a network of pedestrian and bicycle facilities, local streets and public spaces.

New street connections and extensions provide connectivity to the heart of the Station Area with both collector and local streets. Irving Street and a new Westminster Station Drive are envisioned as the primary gateways and collectors within the Station Area, providing direct physical and visual connectivity to the transit



station. Pedestrian crossings along 72nd Avenue and Federal Boulevard will be enhanced to underline the role of these streets. The remainder of the street grid will reinforce the walkability of the Station Area with smaller block sizes and multiple new connections. The street grid pattern and the block size are key components of the Specific Plan, and development projects should adhere to the connected street grid pattern consistent with the policies, standards and guidelines for block size and dimensions (See Chapter 3).

PUBLIC AND GREEN SPACE

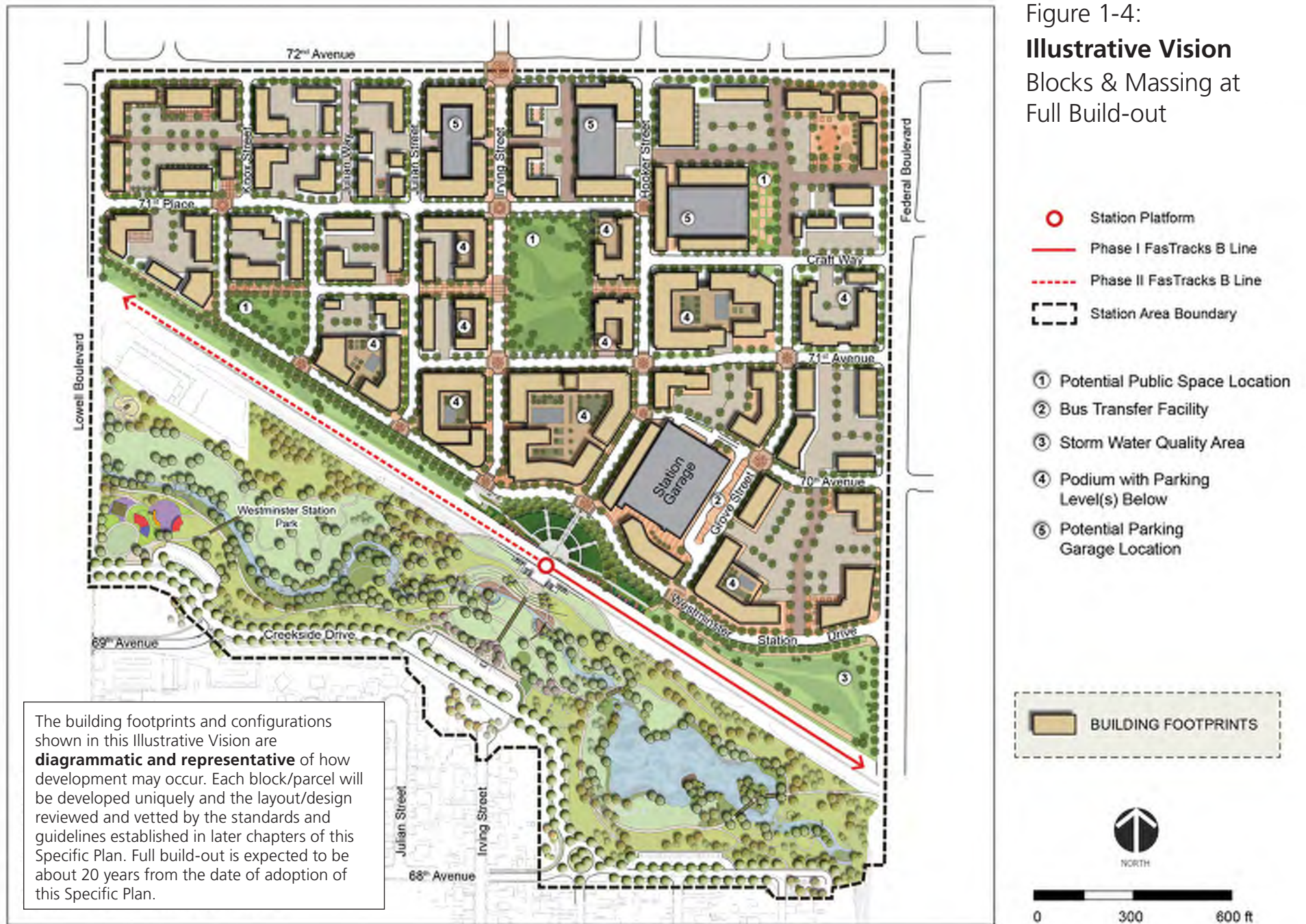
Public Spaces are proposed to be located throughout the Station Area in order to provide a focus for activity in mixed-use and residential neighborhoods. These public spaces will provide easy access to outdoor amenities for the approximately 2,600 new residents expected at full build-out in the Station Area. South of the rail corridor, the Westminster Station Park will be the centerpiece of open space within the Station Area, with a 37.5-acre open space, drainage and recreation facility. Smaller urban-scaled public spaces and parks will be dispersed north of the rail corridor, with public plazas and the North Station Plaza providing additional public gathering and open space.



Well-designed urban spaces bring harmony between all elements, and result in efficient management of land uses, mobility systems, accessibility and the environmental systems. Top left: Walnut Creek, CA ; top right: Boulder, CO; bottom: Salt Lake City, UT



Artist's rendering of the Station Area at Full Build-out. Looking northwest from Federal Boulevard.



Development will surround the parks and plazas, establishing these as focal points within neighborhoods. Additionally, a linear pedestrian and bicycle trail along the north side of the rail corridor will provide a direct connection to the North Station Plaza from Lowell Boulevard and from Federal Boulevard.

1.6 SPECIFIC PLAN OBJECTIVES

A number of guiding objectives have been established for the Station Area. These objectives support, and are in line with, the City's 2016 Strategic Plan Goals of:

- *Visionary Leadership, Effective Governance and Proactive Regional Collaboration*
- *Vibrant, Inclusive and Engaged Community,*
- *Beautiful, Desirable, Safe and Environmentally Responsible City,*
- *Dynamic, Diverse Economy,*
- *Financially Sustainable Government Providing Excellence in City Services, and*
- *Ease of Mobility*

Even though these 2016 Strategic Plan Goals are City-wide, parallels are drawn with the Vision for the Station Area ensuring that the Specific Plan (and the Station Area development) is not independent of the direction in which the City is headed.

* Below are the Westminster City Council's 2016 Strategic Plan Goals, shown in the **dark red** color, with the related Specific Plan Objective shown in **teal**:

VISIONARY LEADERSHIP, EFFECTIVE GOVERNANCE AND PROACTIVE REGIONAL COLLABORATION

Develop communication, management and planning tools that move the City toward its Vision while providing excellent government.

OBJECTIVE 1: Effective Administration and Oversight

This Specific Plan is designed to be a tool for implementation and administration of development in the Station Area. It will utilize policies, standards, graphics and other planning tools that communicate the Vision for the area. It is designed to work in concert with other City plans and documents including the 2013 Comprehensive Plan. It will serve as a development guide for use by City staff, elected

officials, citizens and the general public. The Specific Plan will also be a tool for regional collaboration with agencies such as the Denver Regional Council of Governments (DRCOG).

Collaborate with state agencies, counties, school districts, neighboring cities and other governmental and non-governmental entities.

OBJECTIVE 2: Regional and Local Collaboration

The Specific Plan will not be developed in isolation but rather requires a thorough, collaborative effort that includes regional and local stakeholders. Background studies and plans that influenced this Specific Plan are addressed later in this Chapter.

VIBRANT, INCLUSIVE AND ENGAGED COMMUNITY

Advance strategies that demonstrate Westminster is a regional leader in providing affordable/workforce housing.

OBJECTIVE 3: Inclusivity and Affordability

The Specific Plan calls for a diverse population in the area that is supported by a mix of uses, business

types and housing opportunities. Included in this housing mix is affordable and workforce housing. Collaboration with housing authorities such as the Adams County Housing Authority (ACHA) is important for identifying opportunities to preserve existing housing types, and introduce new ones, as incremental growth occurs, and for the inclusion of these housing types in new development.

Develop programs and strategies that build a unique sense of community in Westminster.

OBJECTIVE 4: Community Identity and Sense of Place

In line with the larger Strategic Goal for the City, the Station Area will be established as a unique place within the metro area – one with a strong local identity reinforced by easily accessible uses, programs, and activities for all users. It will also include a regional draw made possible by the train station and the unique and eclectic mix of uses and options. The aim will be to make the Station Area a go-to place for nearby residents as well as people in the larger region and beyond.

OBJECTIVE 5: Vibrant and Safe Neighborhoods

The creation of a transit-supportive environment around Westminster Station will result in multiple distinct neighborhoods within the Station Area. Portions of the Station Area will be active with a mix of uses and activities, adjacent to the station, while other uses will be more residential or a mix of the two. As the Station Area evolves and new development occurs, distinctive neighborhoods will emerge and be established. Incremental development of individual sites over time will provide a diversity of building design, types and character. Pedestrian-oriented development with active street fronts, well-articulated building facades and a rich tapestry of street design and landscaping will further enhance the area's diversity of spaces and environments. Finally, design elements that enhance visibility, including lighting, well-marked pedestrian crossings, sight lines and buildings oriented to public spaces will ensure that all spaces in the Station Area are safe both day and night, and for all modes of mobility.

Lead the development of cultural opportunities in Westminster.

OBJECTIVE 6: Cultural Integration

The South Westminster area has a growing, diverse population with a range of ethnicities and cultures. The energy from this community dynamic will be channeled to the Station Area to create a 'melting pot' for socio-cultural interaction. This can be fostered by spaces and opportunities for social engagement, performances, art, and the like. Housing and uses in the area must also be tailored to ensure that the needs of persons of all cultural backgrounds and demographics are met.

Identify the distinct neighborhoods of Westminster and help them begin to work together, as neighbors, to grow the sense of place and community in their neighborhoods.

OBJECTIVE 7: Neighborhood Identity

The City can boast of distinct neighborhoods, that in combination create its unique fabric. As the Specific Plan is implemented, it will be important to connect this new area/district with the existing surrounding neighborhoods, such as the Harris Park neighborhood and Goat Hill in Adams County.

BEAUTIFUL, DESIRABLE, SAFE AND ENVIRONMENTALLY RESPONSIBLE CITY

Make a City-wide commitment to sustainability.

OBJECTIVE 8: Sustainable Built Environment

Sustainable land use, urban design and infrastructure goals and policies are integrated throughout the Specific Plan. Land uses will be planned to maximize access to transit; reduce vehicle trips through adjacencies of uses; promote Transportation Demand Management (TDM) strategies; and increase transit ridership through higher development intensities around the station.

Land use and urban design policies will also focus on establishing a vibrant mix of uses, enhanced pedestrian environment and integration of open spaces that support access to key services and a high quality of life. These elements also support a dynamic commercial environment that will foster both entrepreneurial and established business enterprises. Additionally, energy- and resource-saving site and building design will reduce potential impacts to the environment and ensure greater efficiency and longevity for new development and landscapes. The integra-

tion of open spaces, a comprehensive storm water management system and green infrastructure systems will further establish a sustainable foundation for the Station Area.

Promote ongoing excellent management and maintenance of the City's parks and open space system.

OBJECTIVE 9: Ample Public and Green Space

A range of public and green space opportunities will be provided to enhance livability in the Station Area and to provide outdoor opportunities for residents and visitors of all ages. Public spaces and landscaped pedestrian connections are identified north of the rail corridor, in addition to public plazas that will be completed with new development. Precise locations for the public spaces and plazas will be determined as development occurs. The 37.5-acre Westminster Station Park and Open Space immediately south of the station will provide valuable open space, outdoor amenities and regional trail access. In an effort to establish a cohesive storm water management framework for the entire Station Area, the City has developed a regional storm water detention and water quality policy. The proposed Westminster Station Park and open space south of the

rail corridor is designed to handle a 100-year storm water event, and will integrate water quality facilities for the entire Station Area.

Provide opportunities for residents, visitors and employees to improve their personal wellness – physically, emotionally and intellectually.

OBJECTIVE 10: Community Wellness

The proximity to a regional transit facility and a system of local and regional interconnected mobility systems will establish multiple transportation mode choices for residents and patrons of the area. These alternative transportation modes will increase the likelihood of physical activity in the area and contribute to the greater goal of wellness in the community.

Transportation Demand Management strategies (discussed later in Chapter 4 of this Specific Plan) will promote the use of alternative modes of transportation. Pockets of open space can potentially be utilized for community activities that will engage the population in activities that break routine and encourage social engagement.

OBJECTIVE 11: Urban Density and Walkability

Higher density uses are proposed adjacent to the station to increase the number of people living and working near transit. Buildings will edge the sidewalk to foster pedestrian activity and shape the public realm. Parking will be located in structures, and away from public view with access consolidated to minimize curb cuts. Quality, walkable streets will be the standard and designed with wide pedestrian walks, ample landscaping and pedestrian amenities, lighting, trees and buildings with ground floors scaled to pedestrians. Plazas, “outdoor rooms,” and balconies will be encouraged to further activate street frontages.

DYNAMIC, DIVERSE ECONOMY

Develop an economic development strategy that contributes to City Vision attainment and is executed through collaborative work between the City of Westminster, the business community, residents and other partners of the City.

OBJECTIVE 12: Opening Day Success

The City of Westminster had a successful opening day for the Westminster Station in July 2016. At opening

day the City worked to improve visibility of the station, provided direct bus, bicycle, and vehicular access, and created safe pedestrian connections from the parking structure, bus drop-off facility, kiss-and-ride and the surrounding neighborhood. Additionally, community events were hosted at the Station to increase awareness of the new station.

OBJECTIVE 13: Growth and Enhancement Opportunities

The existing residents, landowners and businesses in South Westminster will benefit most from transit access, infrastructure investments and transit-oriented development opportunities. The City of Westminster will continue to work with existing property owners and businesses to achieve a phased approach to redevelopment and to keep and grow businesses.

OBJECTIVE 14: Successful Implementation

Implementation of the Vision for the Station Area will occur in multiple phases over the next 20 or so years. Current planning, infrastructure investments and the opening of the Station has created the first impetus for change. Residents, business owners and visitors will create demand for new uses and will fuel additional

funding, investments and redevelopment projects for future phases. Proposed improvements will be funded primarily by private developers, the City of Westminster and the Adams County Housing Authority. The City will continue to pursue available local, state and federal funding and will explore the potential of special district funding such as Tax Increment Financing (TIF), General or Business Improvement Districts (GID/BID), grants and transit-related funding.

City departments including the City Manager’s Office, Department of Community Development, Office of Economic Development, Department of Public Works and Utilities, and the Department of Parks, Recreation and Libraries will coordinate implementation opportunities and establish an efficient redevelopment process.

FINANCIALLY SUSTAINABLE GOVERNMENT PROVIDING EXCELLENCE IN CITY SERVICES

Develop and maintain comprehensive municipal capital infrastructure master plan and financing strategy.

Objective 15: Infrastructure and Utility Support

The Station Area and the anticipated uses will require significant upgrades in infrastructure and utility systems to

support the increased population and activity. This Specific Plan discusses infrastructure and utility provision and proposes a policy framework for ensuring adequate and cost effective provision and supply (See Chapter 4).

EASE OF MOBILITY

Improve the walkability and bike-ability of Westminster.

Objective 16: Easy Circulation and Access

The proposed street network within the Station Area builds upon the existing street grid to create an interconnected pattern of vehicular,

pedestrian and bicycle circulation. Primary access into the Station Area and to the train station will be along Irving Street from 72nd Avenue and from Westminster Station Drive (An east-west connection at approximately 69th Avenue). Irving Street will be a gateway into the Station Area and will extend south from 72nd Avenue to the transit station. Hooker Street will also be extended south to create

a physical and visual terminus at the center of the transit plaza. Both streets will provide views south to Westminster Station Park. Additional new streets and street extensions will complete the street network in the Station Area to make it a walkable, easily navigable district (See Chapter 3 for more information on the proposed street network).



Artist's rendering of Station Area platform and open space. The new Westminster Station Drive defines the northern edge of the North Station Plaza.

Improve mass-transit options throughout Westminster.

Objective 17: Transit and Transportation Options

As a Transit-Oriented Development (TOD) area, the Station Area is designed to embrace the RTD's B Line as well as other local and regional transit services. Ample infrastructure will be provided to support this goal of improving mass transit. Facilities for train and bus transfer as well as supporting vehicular and bike parking infrastructure will be provided in the Station Area. A bus transfer station is integrated into the parking structure in the Station Area. The B Line will provide an 11-minute non-stop ride to Denver Union Station. Several riders using the RTD rail station may not originate in the Station Area – therefore infrastructure provisions for access to and from the Station Area must be considered to ensure that the Station Area's functions and uses are not jeopardized by traffic congestion and poor circulation.

1.7 PLANNING CONTEXT

This section outlines the existing planning context of the Station Area, including the social and physical environment, land uses, and key opportunities for redevelopment. The section

also discusses related plans, studies and policies that have been conducted in the surrounding areas in South Westminster and Adams County.

POPULATION, HOUSING AND ECONOMIC CONTEXT

The South Westminster area, in which the Station Area is located, is the most diverse area within the City, having the highest percentage of seniors, minorities, residents with disabilities and lower-income residents. Within the Station Area, the existing population is small—approximately 618 residents in 314 housing units (City of Westminster GIS Data). However, within a mile radius of the Station, the population density is among the highest in the City. Over the next 20 years, the greatest proportion of growth City-wide is expected to be in population over 65, which suggests there will be a need for housing, amenities and services that serve this population in particular. Citywide employment is also expected to increase over the next 20 years. As a whole, the Denver Metro Area, which includes the City of Westminster, is expected to increase job supply annually by 1.4 to 1.6 percent through 2030.²

² US Census Bureau, Colorado State Department of Local Affairs and Bill Lee Land Economics, January 2013.

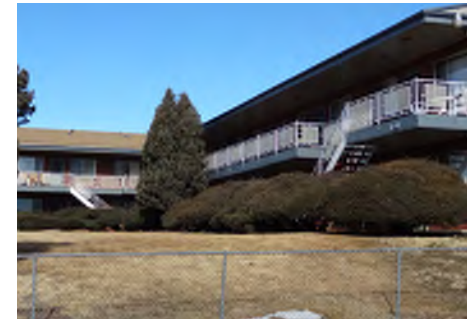
Currently, employment uses dominate the Station Area with 56 businesses and approximately 128 jobs.³ Vacancies within the Station Area are generally low—as low as 0 percent for retail space and about 6.0 percent for industrial use. Vacancy rates are 0 percent for industrial flex space and 2.5 percent for office space⁴. Although the Station Area currently comprises only a small fraction of jobs (about 0.49 percent) and total taxable sales in the City (about 0.75 percent), there is a strong business presence in the area. Businesses like Peerless Tires, Hunter Company and Duke's Auto are well-established and originated in the Station Area.

PHYSICAL CONTEXT

The Station Area is situated at the southern-most end of the City, directly north of the Little Dry Creek drainage basin. The topography of the Station Area reflects the gradual slope of land from north to south into the drainage basin. From 72nd Avenue, the Station Area descends in grade approximately 30 feet to the rail corridor, and another 10 feet in grade to the southern edge of the Little Dry Creek basin. As shown in Figure 1-4, the change in grade and

³ City of Westminster, Business License Database, last updated January 2016.

⁴ Xceligent 2016.



The majority of the Station Area population lives in multifamily dwellings as above.

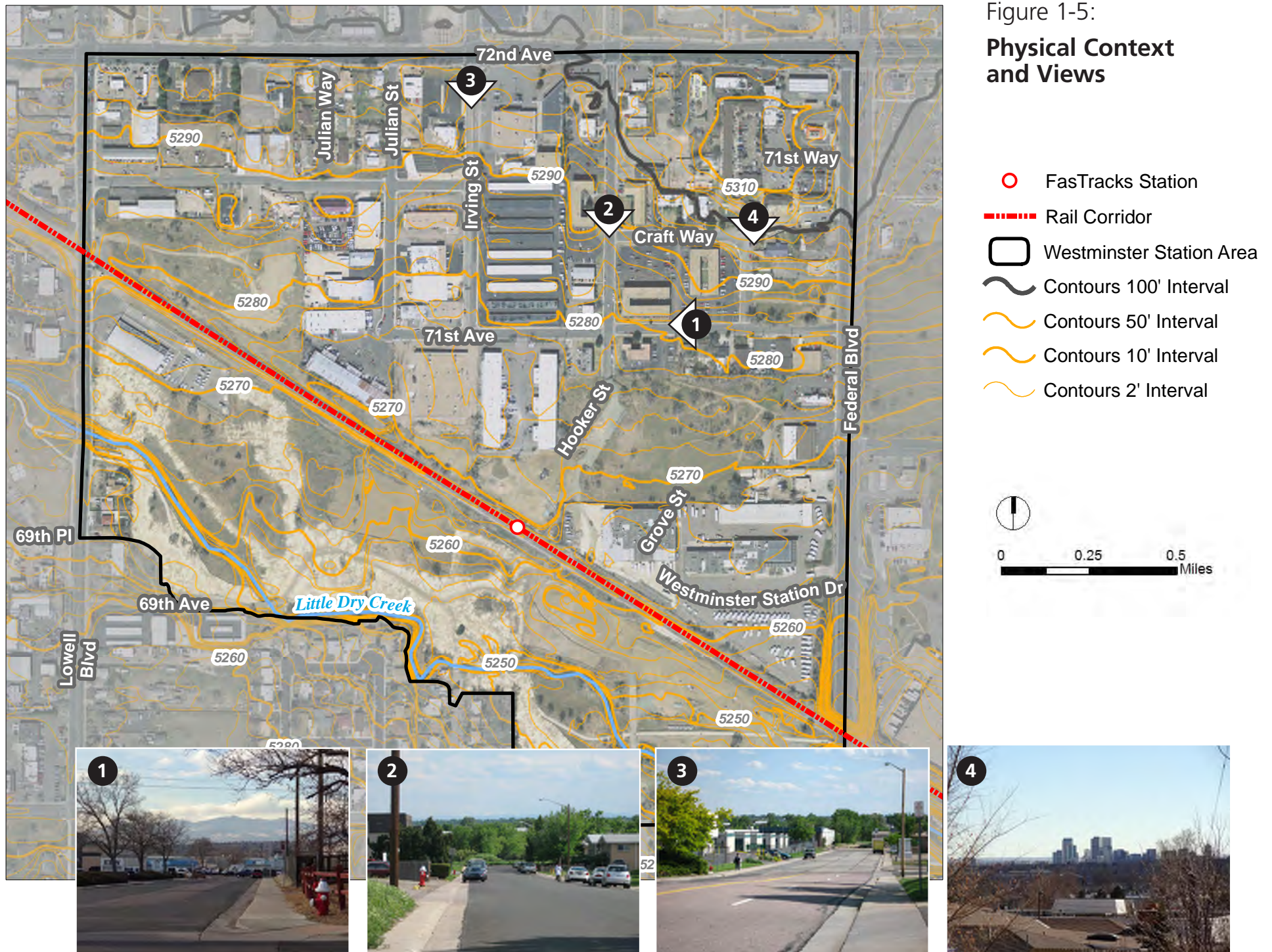


The vacancy rate for employment uses in the Station Area is relatively low, similar to the surrounding South Westminster area.

resulting views into and over the site provide opportunities for view corridors particularly from north to south. Existing development within the Station Area is located north of the rail corridor and is primarily comprised of single-story commercial and industrial uses. The scale of development varies significantly from the periphery to the interior of the Station Area. Along 72nd Avenue and Federal Boulevard, the scale of development is generally smaller, with parcels of less than 0.5 acres in size and buildings under 5,000 square feet.

Figure 1-5:

Physical Context and Views





Commercial uses in the Station Area are located primarily along 72nd Avenue and Federal Boulevard.



Many commercial uses in the Station Area are auto-oriented.



Industrial uses are larger in scale and generally located near 71st Avenue and Irving Street.



Residential uses in the Station Area include older multifamily and single family residential development.



Non-residential uses within the interior of the Station Area are of a larger scale, with parcels that generally range between 1.0 and 6.0 acres with buildings of 10,000 to 40,000 square feet. Residential development within the Station Area also ranges in scale—from smaller single family homes to larger-scale two- and three-story multifamily buildings.

The existing street network in the Station Area is incomplete and includes several dead ends, cul-de-sacs and T-intersections. Navigation and consequent visibility through the site—either east-west or north-south—is therefore limited. This limited street network also negatively impacts the existing block size in the Station Area, which ranges in scale from 200 by 400 feet to 420 by 900 feet and greater. While the street network and block sizes adequately serve the existing land uses in the Station Area, new pedestrian-oriented development will require a more interconnected street grid with smaller, more navigable block sizes for multiple modes of transportation.

EXISTING LAND USE

As shown in Figure 1-6, existing land uses within the Station Area include residential and non-residential development as well as vacant land. Current development in the Station Area

is located north of the rail corridor. Most of this development is comprised of aging buildings constructed in the 1960s and 1970s. Of the total developable land in the Station Area (74 acres located north of the rail corridor), residential uses account for approximately 15 percent. Single family residential uses are located primarily along Julian Way and Julian Street, while multifamily residential uses (the majority of which is currently owned by Adams County Housing Authority) are focused along Hooker Street.

Non-residential development within the Station Area includes retail, general and professional commercial uses, auto/service commercial uses and industrial uses. These uses occupy the majority of developable land in the Station Area (65 percent of the developable land north of the rail corridor). Retail and general commercial uses are located primarily along 72nd Avenue and Federal Boulevard. These commercial uses include convenience, restaurant, professional and personal services, and motels. Auto-oriented commercial uses are located throughout the Station Area, comprising 15.6 acres of developable land. Industrial uses are situated within the interior of the Station Area along the rail corridor, comprising 15.3 acres of developable land. The remainder of the property in the Station Area is vacant.

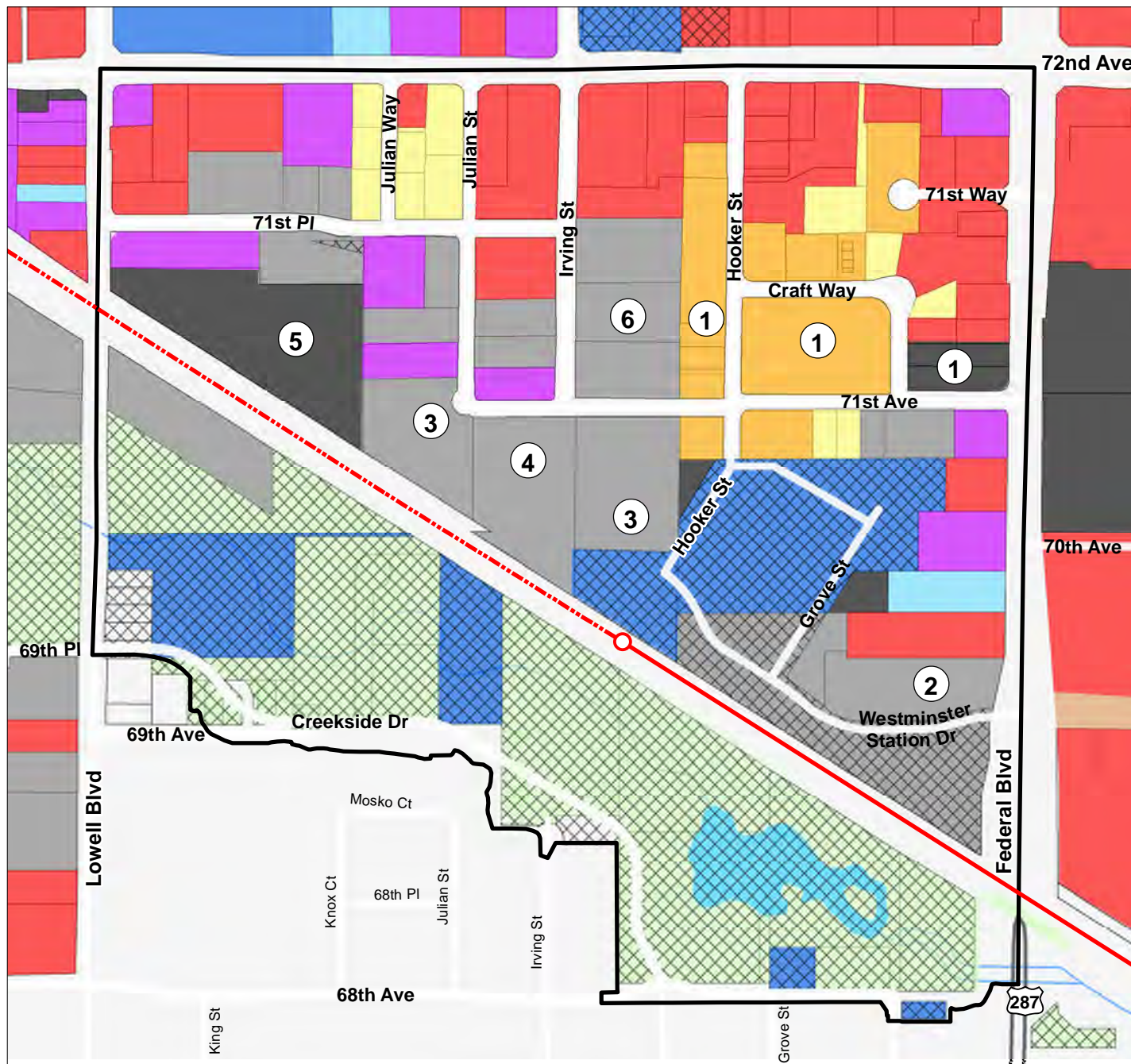


Figure 1-6:
**Existing Land Use and
Property Ownership**

- XXXX City Owned Parcels
- Vacant Land
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use Residential
- Open Space
- Retail Commercial
- Service Commercial
- Office
- Industrial
- Private Park/Private Open Space
- Public / Institutional

- ① Adams County Housing Authority
- ② JDRE Holdings LLC / Nolan RV
- ③ KEW Realty Corporation
- ④ Hunter Company
- ⑤ Norman Wright
- ⑥ ESP Seven Subsidiary LLC

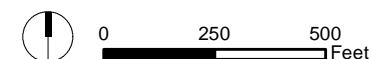




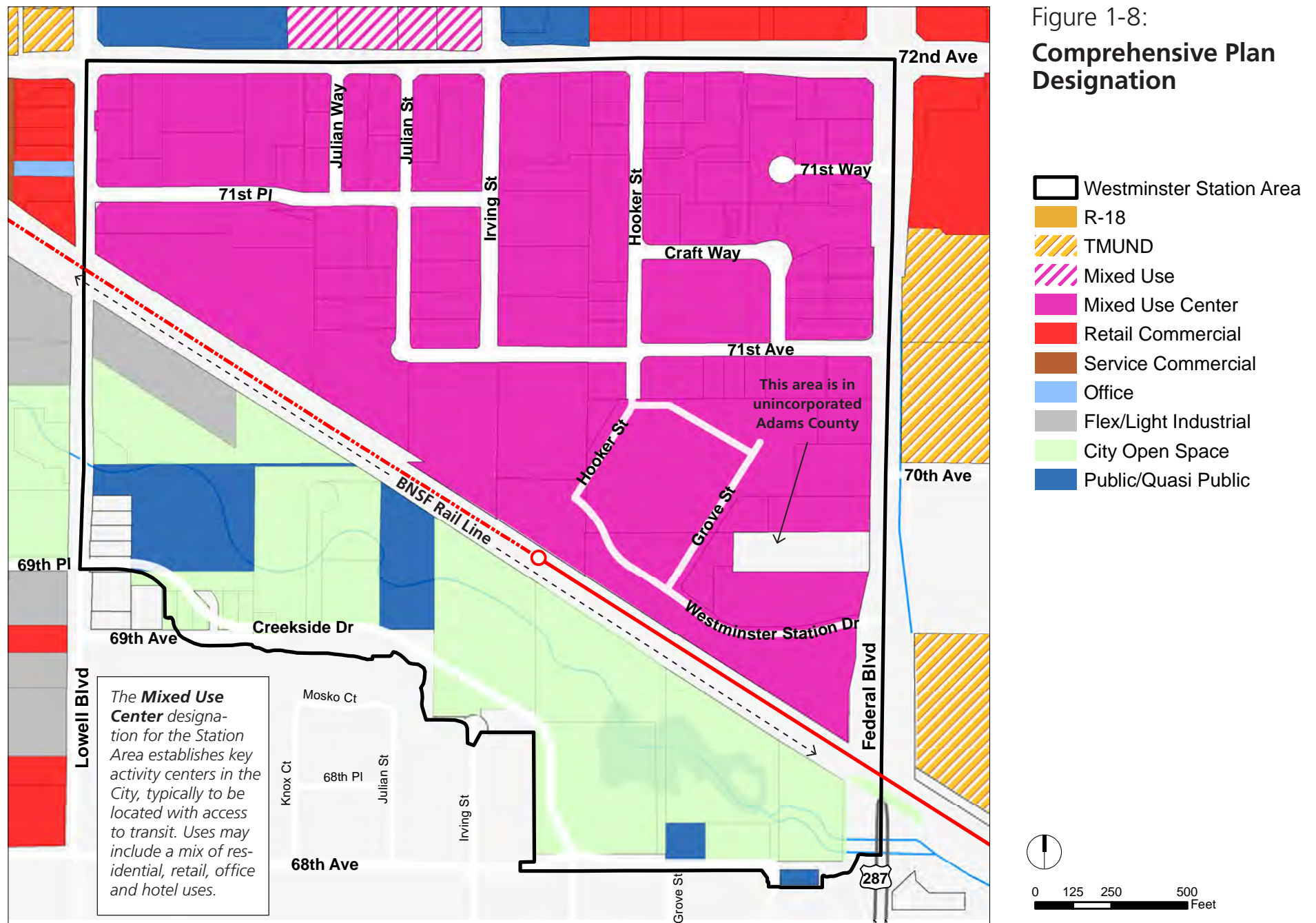
Figure 1-7:
Existing Zoning

- Westminister Station Area
- B-1 Business District
- C-1 Commercial District
- M-1 Industrial District
- O-1 Open District
- PUD Planned Unit Dev't. District
- R-3 Multi-family Residential
- R-4 Multi-family Residential



0 125 250 500
Feet

Figure 1-8:
**Comprehensive Plan
Designation**



PROPERTY OWNERSHIP

Figure 1-6 also highlights significant property ownership within the Station Area, accounting for 39.1 acres of land north of the rail corridor. Property owners include the Hunter Company, KEW Realty Corporation, Adams County Housing Authority, City of Westminster and JDRE Holdings (Nolan RV) properties. Many of these large properties are either vacant or have low-intensity, aging uses, and thus will likely play an important role in shaping the first phases of development adjacent to the Station.

REGULATORY CONTEXT AND EXISTING PLANS

Comprehensive Plan

The Station Area generally lies within the City of Westminster's jurisdiction (with the exception of a 1.3 acre site at the southeast corner that is located in unincorporated Adams County). The City's Comprehensive Plan is the primary regulatory document for land uses within the City and requires compliance for all new development. The 2013 Comprehensive Plan update designates the entire Station Area as a **Mixed Use Center**. According to the Comprehensive Plan this designation:

*"Establishes key activity centers in the city, typically to be located with access to transit. Uses may include a mix of residential, retail, office and hotel uses. Along pedestrian-oriented street frontages, ground floor uses should be active, such as retail stores, restaurants and cafés. A vertical mix of uses is encouraged with retail at the ground level and office, hotel, and/or residential on upper floors. Parking is strongly encouraged to be structured or below grade, with minimal surface parking – which should be located away from public view. Auto-oriented uses and new standalone uses with drive-throughs are not permitted."*⁵

This Specific Plan will adhere to, and expand on, this provision in the Comprehensive Plan for the Station Area.

South Westminster Urban Renewal Plan

The South Westminster Urban Renewal Plan was originally adopted in 1988 and was last updated in January, 2000. The South Westminster Urban Renewal Plan provides a framework for redevelopment and rehabilitation of properties within the southeast Westminster area.

5 City of Westminster 2013 Comprehensive Plan. Updated August 2015.

The 397-acre Urban Renewal Area (URA) was established in two phases, the second of which encompasses the Station Area and additional surrounding properties. The developable land of the Station Area is located entirely within the URA boundary. Specific projects cited by the South Westminster Urban Renewal Plan that pertain to the Station Area include:

- Infrastructure improvements including added storm and sanitary sewer line capacity within the Station Area;
- Intersection and street improvements to Lowell Boulevard, 72nd Avenue west of Irving Street and Federal Boulevard;
- Little Dry Creek channel and flood plain improvements;
- Various streetscape and access improvements to vacant and underutilized properties within the Station Area; and
- Infrastructure, landscape, signage, roadway network, access and pedestrian improvements throughout the Station Area.

South Westminster Strategic Revitalization Plan

In 2001, The City of Westminster City Council adopted the South Westminster Strategic Revitalization

Plan, which is intended to provide guidance in developing programs and funding projects within the South Westminster area. This South Westminster Strategic Revitalization Plan is slated to be updated in 2017 per the City Council's Strategic Plan. It includes strategies in four general areas: housing, economic development, community image and character, and public facilities and services. Among many other relevant strategies and actions in the document, those that specifically pertain to the Station Area include:

- *DES-1: Promote South Westminster Transit Oriented Development opportunities to prospective developers. This strategy includes actions such as: adopting a Specific Plan and guidelines and incorporating them into the Comprehensive Plan; recruitment of developers; formulation of a funding strategy for improvements; and acquisitions to support infrastructure improvements and redevelopment.*
- *RPO-3: Convert the Little Dry Creek Corridor into a linear park. This Strategy includes actions including securing funding, pursuing acquisition and annexation of key properties and constructing facilities to serve the commuter rail station.*

- *RPO-4: Improve existing parks and develop new parks and plazas in the neighborhood.*
- *I-2: Improve pedestrian and bicycle facilities including off-street and on-street trail facilities, sidewalks and street crossings.*
- *I-4: Provide utilities to support the South Westminster Transit Oriented Development area.*

Little Dry Creek Drainage and Park Plan

The Little Dry Creek Drainage and Park Plan, known as the Westminster Station Park, proposes improvements of the Little Dry Creek basin between Lowell and Federal boulevards with drainage and water quality facilities that will serve new development in the Station Area. The improved drainage basin and park facility will serve as a key community resource for the City and as a regional destination along the Little Dry Creek Trail and Clear Creek Trail to the south. The master park plan includes three components: a recreation area with playground; xeriscape and amphitheater; a transit area with direct access to the commuter rail station; and an environmental area that will include a lake, open space, wetland plantings and environmental education pavilions. Drainage and water quality is integrated throughout the 37.5-acre park (This Park plan is under design development as of the publishing of this Specific Plan).



Top: Early concept plan of the Westminster Station Park and Open Space Master Plan. Bottom: Rendering of Westminster Station Park looking northeast towards the station platform.



In 2009, a streetscape study for 72nd Avenue was completed for the length of the street between Utica and Meade streets. The streetscape study calls for wider sidewalks with enhanced paving, tree lawns and street trees, decorative street lighting, a planted median between Raleigh and Newton streets, and improved pedestrian crossings. The streetscape proposals are intended to improve the character of the street and to be consistent with the scale and quality of improvements established for Lowell Boulevard north of 72nd Avenue, as well as 72nd Avenue east of Meade Street.

The Irving Street Streetscape Plan proposes wider sidewalks, tree lawns and planters, street trees, enhanced paving and pedestrian crossings, and shared use (vehicle and bicycle) travel lanes for the length of the street south of 76th Avenue to 72nd Avenue.

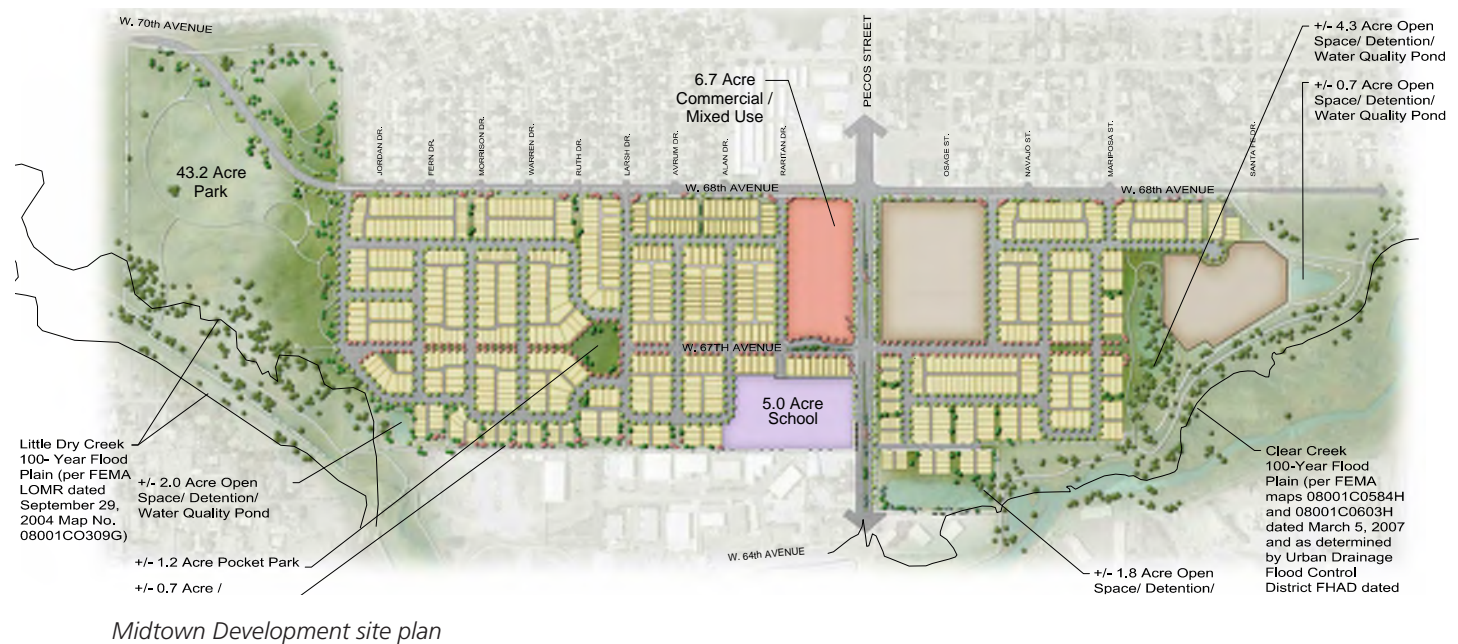
The entire Station Area is located within an Adams County Enterprise Zone. Designation of an area as an Enterprise Zone allows businesses within the area to take advantage of special tax credits and incentives for location, expansion and retention of businesses within the zone.



Tax credits for eligible activities include investment, job training, new business facility, new jobs, employer-sponsored health insurance, research and development, and financing of infrastructure projects that would be publicly owned and maintained.

Intergovernmental Agreements with RTD

Since late 2009, the City of Westminster worked with Regional Transportation District (RTD) to develop agreements necessary for work on the B Line extension to begin. Three agreements were made including a utility relocation agreement (approved by the Westminster City Council in July 2011); a Local Agency Contribution governmental agreement approved in June 2012, which required a 2.5 percent match from local government for transit improvements; and a “station” agreement, approved in June 2012. The “station” agreement required the City to build a parking structure, access roads, bus loading and unloading facilities and the transit plaza north of the rail corridor. The Inter-governmental Agreement (IGA) also delineated responsibility for ongoing operations and maintenance of the station infrastructure. RTD provided nearly \$10 million to the City to be used for



Midtown Development site plan

Station Area improvements including the parking structure.

SURROUNDING DEVELOPMENTS AND PROJECTS

Midtown Development

The Midtown project extends over 180 acres a half-mile east of Federal Boulevard at approximately Zuni Street and 68th Avenue in unincorporated Adams County. The development will include approximately 1,600 new housing units and 100,000 square feet of commercial retail space. Housing units will

include a mix of single family homes, townhomes, multi-family units.

The project also incorporates a 43-acre park and a system of walking trails. The park will be located at the western-most portion of the development within a mile walk of the station boarding platform. The Midtown Development will be easily accessible to the Station via Little Dry Creek Trail.

Westminster Plaza

Westminster Plaza is a shopping center that is immediately north of the Station Area at the northwest corner of 72nd Avenue and Federal Boule-

vard. The current shopping center was built in the 1990s on the site of the earlier deteriorated Westminster Plaza.

Northgate Center Development

Plans are at a concept-level stage (as of mid-2016) for a 28-acre development east of the Station Area across from Federal Boulevard in the City of Westminster, known as the Northgate Development. The site is located at the northeast corner of Federal Boulevard and 70th Avenue. The development will mostly consist of a mix of housing types including single family detached, townhomes, and

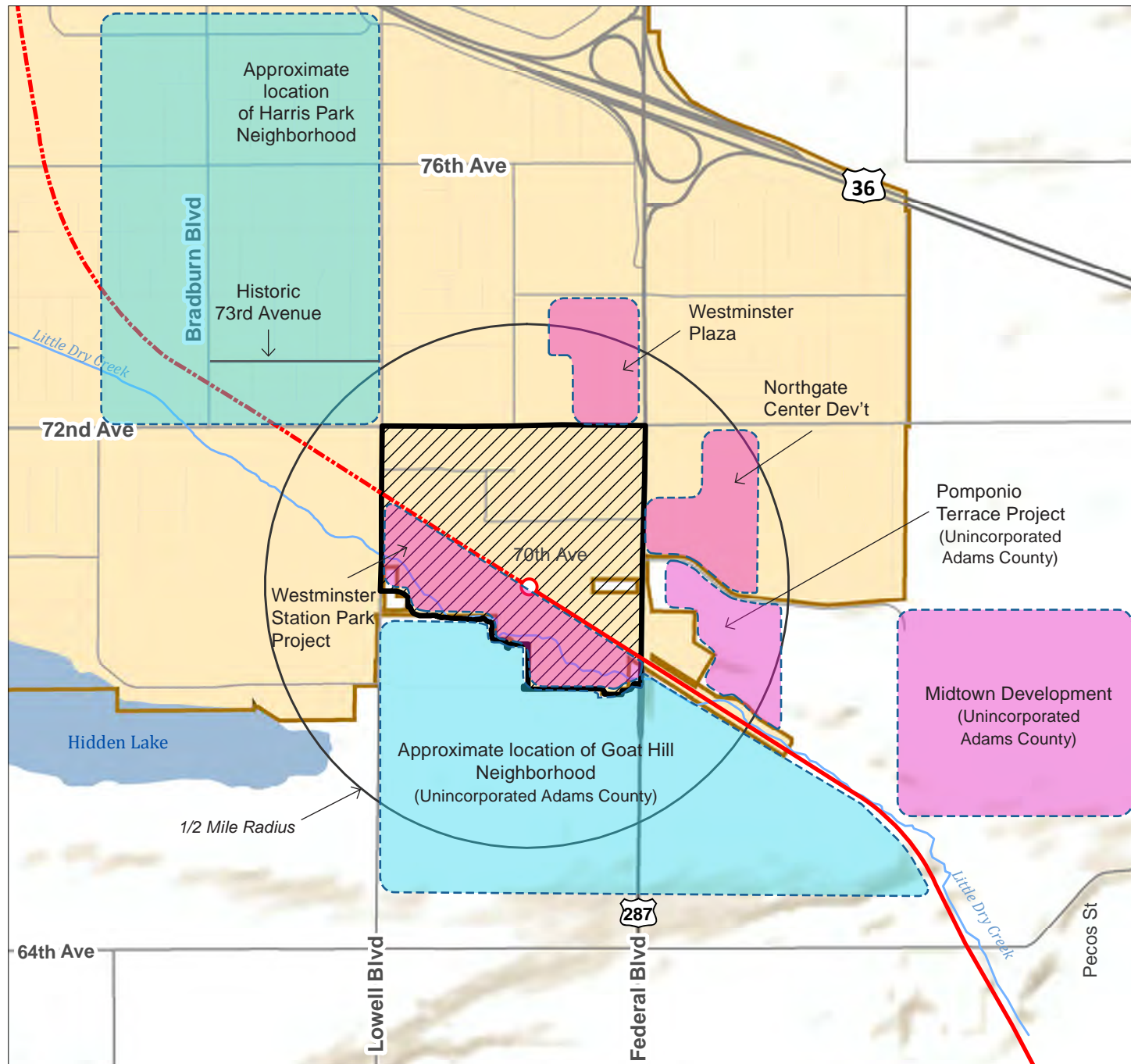


Figure 1-9:

Surrounding Developments and Projects

- FasTracks Station
- Phase I FasTracks
- - - Phase II FasTracks
- Westminister Station Area
- Westminister City Limits

- Development Area
- Neighborhood



0 0.25 0.5 Miles

multi-family units and will be connected to the Station Area via 70th and/or 71st Avenues.

Goat Hill (Unincorporated Adams County)

The Goat Hill neighborhood is located south of the Station Area (south of the Westminster Station Park) in unincorporated Adams County. This area has opportunities for revitalization and reinvestment and Adams County is in the process of creating a plan to guide its future to include a sense of identity, infrastructure development, and economic vitality.

To promote regional partnerships and connections, the City of Westminster negotiated with regional partners to make connections south of the Station Area into the Goat Hill neighborhood in unincorporated Adams County, and east of Federal Boulevard. One major move was to create access to the neighborhood through the provision of a pedestrian bridge spanning the Westminster Station Park which provides access to the train platform and the Station Area development.

EXISTING AMENITIES, FACILITIES AND INFRASTRUCTURE

Schools

This area is served by the Westminster Public Schools. Its geography includes areas outside of the City of Westminster in unincorporated Adams County as well as this portion of the City. The Station Area is served by Hodgkins Elementary, Scott Carpenter Middle School and Westminster High School.

Civic Amenities

The Irving Street Library, Irving Street Park and the Mature Adult Center (MAC) are located just north of the Station Area along Irving Street between 72nd and 74th Avenues. The Swim and Fitness Center is also located a little further north at 3290 W 76th Ave. These facilities offer programs that focus on enhancing the well-being of the community by providing activities that address the physical, social and mental aspects of health. The City's programs are designed to provide affordable, inclusive and accessible opportunities to the resident and to facilitate healthy lifestyle choices. They provide a sense of place and gathering venues for residents. Other public facilities and amenities in the surrounding area are shown on Figure 1-10.



Kid's computer area at Irving Street Library



Amphitheater at Westminster High School, located west of the Station Area at 6933 Raleigh Street

Rail Corridor

The Burlington Northern Santa Fe (BNSF) Railroad corridor generally runs east-west through the City and the Station Area. The BNSF runs as many as 4 trains per day along this line, with a maximum train speed of

49 MPH. The existence of this corridor and rail line has been the greatest driver for this entire Station Area development since the RTD FasTracks trains will be sharing the rail right-of-way (but not tracks) with the BNSF.

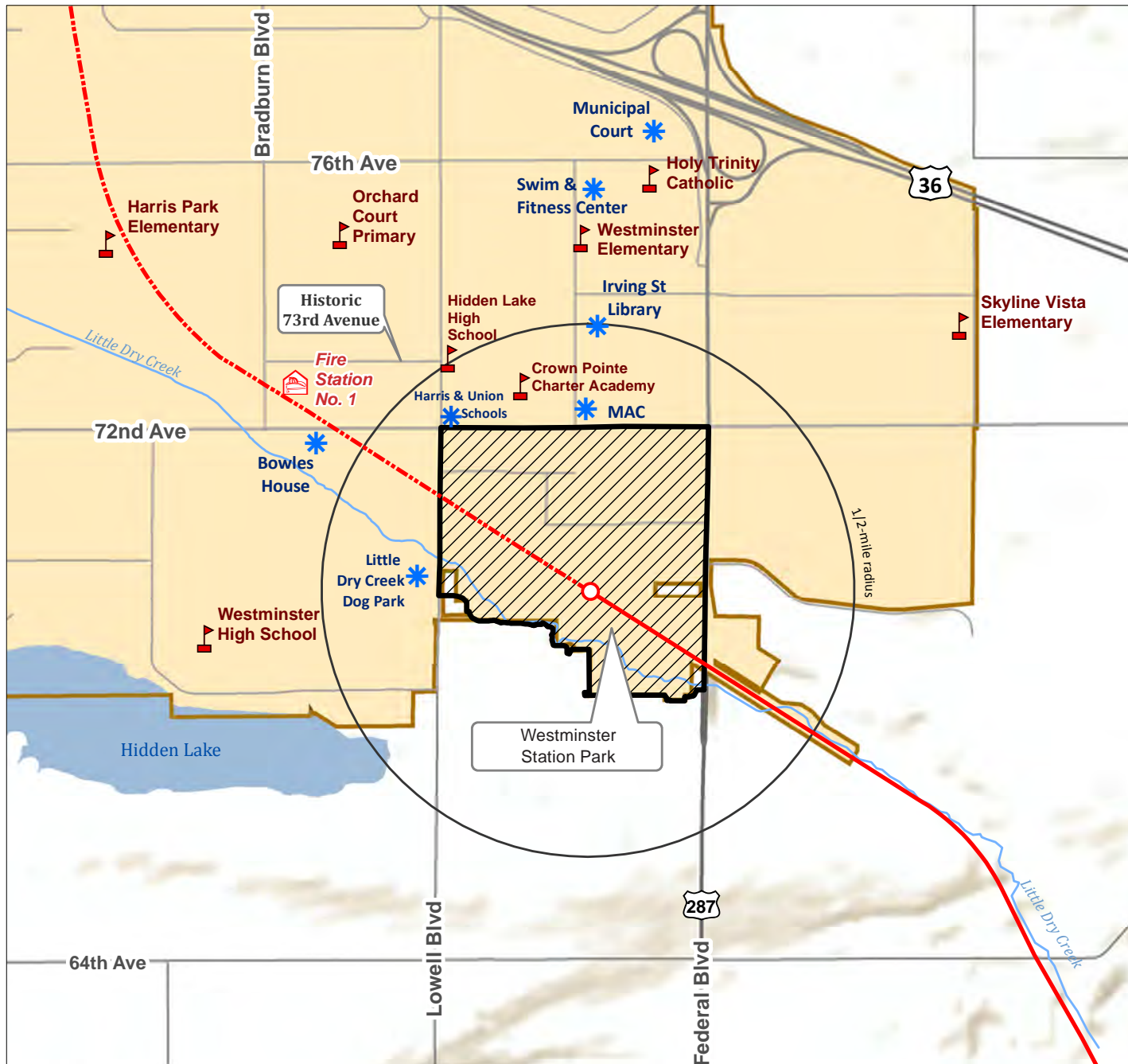










Figure 1-10:
**Surrounding Public
Facilities & Amenities**

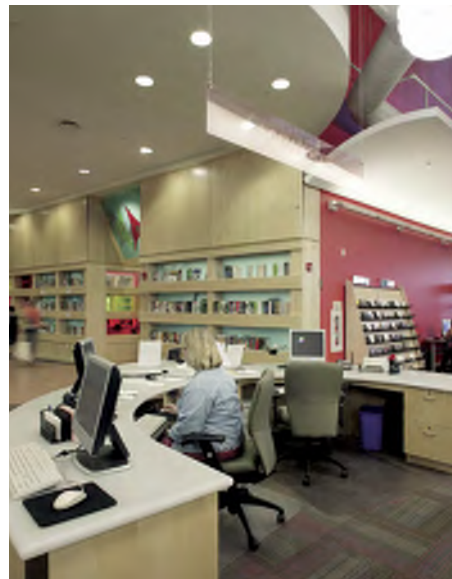
-  FasTracks Station
-  City Facilities
-  Schools
-  Fire Stations
-  Phase I FasTracks
-  Phase II FasTracks
-  Westminster Station Area
-  Westminster City Limits



0 0.25 0.5
Miles



Federal Boulevard Framework Plan Study Area: 52nd Avenue to 72nd Avenue. Image courtesy Adcogov.org



Top: Group exercising at the MAC. Bottom: Reception at Irving Street Library

SURROUNDING AREA STUDIES

Harris Park Study

The Harris Park neighborhood is located west of the Station Area and is generally bounded by Lowell Boulevard on the east, 72nd Avenue on the south, Raleigh Street on the west and 88th Avenue on the north. It is the oldest neighborhood and historic core of the City of Westminster. A number of studies have been done in the past for the development of this area. However none of these have been adopted as a Specific Plan for the area's development. The City intends to develop a Specific Plan in late 2017 to guide development in this area.

Federal Boulevard Framework Plan

The convenience of the new Fas-Tracks lines in the northwest Denver metropolitan area will attract new traffic from commuters arriving from outlying areas as park-and-ride transit users. It will also attract redevelopment interest in properties adjacent to and around the stations as developers see investment opportunities for new residential and commercial development in response to this new influx of transit riders. In order to thoughtfully manage this anticipated

growth and development, the Federal Boulevard Framework Plan was a first step towards understanding the existing conditions and future opportunities that these changes will bring. The Adams County Planning and Development Department undertook this study in the spring of 2014, for completion in June of 2014, with the intent of providing a 'snapshot' of existing conditions, issues, and opportunities to guide efforts for a more in-depth corridor master plan that was scheduled to commence in the fall of 2014. The intent of this conceptual plan was to provide a long range land use vision that was to guide future planning and development within the corridor.⁶

Health Impact Assessment

In conjunction with the Framework Plan, the Tri-County Health Department prepared a Health Impact Assessment, or HIA, for the Federal Boulevard Corridor Area. HIAs evaluate a policy, program or project in terms of its potential effects on the health of the affected population and develop strategies to enhance their health benefits and minimize adverse effects to the surrounding community.

⁶ Adams County Federal Boulevard Framework Plan

The Federal Boulevard HIA was prepared concurrently with the Framework Plan and provided the Adams County Planning Commission and Board of County Commissioners the ideas for enhancing the corridor plan policies to achieve better health outcomes. To begin with, the Assessment team conducted a number of community engagement exercises including: Stakeholder interviews, business inventory, pedestrian and bike inventory, walking audits and community surveys and meetings. The team also reviewed existing community data and conducted literature reviews. Some of the findings from the assessment are outlined below. The community residents mentioned the following:

- Incomplete and inadequate sidewalks
- Limited safe pedestrian crossings
- Perception of unsafe environment
- Desire to walk more; some walking done, but not enough
- Concern about housing cost increases and former landfills/ brownfields

The Assessment team highlighted the following health connections in the HIA: Traffic Safety; Pedestrian Safety; Community Safety; Physical Activity and Housing Affordability.

The final recommendations were as follows:

1. Traffic Safety and Physical Activity

- Prioritize safe pedestrian and bicycle connections - Develop a plan for pedestrian connections
- Improve infrastructure - Safe crossings and sidewalks
- Prioritize neighborhood-serving retail, including healthy food retail in land use plans

2. Community Safety

- Programs to clean up properties.
- Prioritize neighborhood-serving retail over sexually-oriented businesses and liquor establishments.

3. Housing Affordability:

- Develop a more actionable recommendation for affordable housing - Preserve existing, and prioritize affordability in new development.⁷

Making Connections Plan: South West Adams County

Slated for adoption in late 2016, the Making Connections Plan focuses on formulating a sound and rational

⁷ Federal Blvd Framework Plan Health Impact Assessment - HIA and the Planning Process. Tri-County Health Department and Adams County

basis for guiding development, redevelopment and supporting infrastructure for 13,177 acres of unincorporated Southwest Adams County. The Plan includes projects for multi-jurisdictional and public – private partnership and investment.

The Plan summarizes recommendations from previous plans, studies, and reports and prioritizes strategic land and infrastructure investments. It includes 10 implementation-focused “Projects” that poise Southwest Adams County for the future. The top 10 projects not in any specific order are as follows:

1. Local Financing Study
2. Plans to Projects Programs
3. Complete Streets Policy and Standards
4. Sidewalk Program
5. Park and Trail Improvements
6. Affordable Housing Strategy
7. The Sheridan Connection
- 8. The Federal Connection**
9. The Clear Creek Connection
10. The Welby Connection

The Federal Connection project boundary encompasses the Station Area. The Federal Connection includes a comprehensive vision, design, and phased improvements

PEL Study Area



The Planning and Environmental Linkage (PEL) Study would include close multi-jurisdictional cooperation with the cities of Denver and Westminster, and partnerships with CDOT and RTD.

for two miles of Federal Boulevard in unincorporated Adams County (also known as US 287/SH128) from 52nd Avenue on the south (border with Denver) to nearly 72nd Avenue on the north (Westminster border), and approximately one half mile on either side of Federal Boulevard.

The comprehensive effort will begin with the critical completion of a **Planning and Environmental Linkage (PEL)** Study that would include close multi-jurisdictional cooperation with Denver and Westminster, as well as partnering with CDOT, and involving RTD. The PEL study area would include a broader geographic area from I-70 and the Regis University campus on the south in Denver to 84th Avenue and the new St. Anthony's North campus in Westminster on the north, for a total of 4.5 miles.

The Federal Connection area lacks adequate non-motorized infrastructure—a necessity to serve existing neighborhoods and businesses—to provide critical connections to/from the commuter rail stations, and to entice future investment in the area. Motorized infrastructure improvements are also needed, along with utility and floodplain improvements to serve the area into the future.⁸

⁸ Making Connections Plan Adams County. <https://www.adcogov.org/making-connections-currently-underway>

Quiet Zone Assessment

A Quiet Zone is a section of rail line that contains one or more consecutive protected street crossings at which locomotive horns are not routinely sounded. Quiet Zones would greatly reduce noise and enhance the quality of life in the Station Area. The City of Westminster retained Felsburg, Holt & Ullevig (FHU) in 2013 to conduct a Quiet Zone Assessment for the 9 high-way-rail grade crossings located within the City. Three (3) of these 9 grade crossings are relevant to the Station Area. See Chapter 6 of this Plan for more information on the Quiet Zones.

South Westminster Framework Plan

The City of Westminster will embark on a South Westminster Framework Plan in 2017. This Plan will look holistically at the South Westminster area and address internal and regional connections within and outside of the boundary. This will include connections to surrounding neighborhoods such as the Goat Hill neighborhood in unincorporated Adams County. Recommendations will be made and strategies drawn for several components that will be addressed. Plan components will include mobility (accessibility, circulation, multi-modal transportation), green and open space, asset

mapping, utility and service infrastructure, etc. The Plan will also look at street hierarchies and street frontage design for major roadways within the boundaries.

1.8 SPECIFIC PLAN DOCUMENT ORGANIZATION

As described earlier in the Scope and Purpose, the Specific Plan regulates and guides development, within the Station Area boundaries. In doing so it takes a decidedly “form-based” approach, which means the standards and guidelines of this Specific Plan intentionally shape the public realm, green spaces, and building forms to ensure an urban fabric is established throughout the Station Area. Therefore, this Specific Plan's standards and guidelines' primary focus is to establish good urban form.

To ensure compatibility of land uses within the Station Area and adjacent neighborhoods, this Specific Plan also provides basic regulations for land uses and development intensity. Finally, the Specific Plan's Implementation chapter provides a framework with which to implement the earlier discussed Vision. The Specific Plan is organized in chapters, each of which addresses different aspects of the Station Area:

- **Chapter 1: Introduction and Planning Context** (*This chapter*).
- **Chapter 2: Regulating Plan.** This chapter sets forth the overall plan framework with the location of rights-of-way, designation of public spaces and provisions for land use for the entire Station Area. It lists permitted uses, prohibited uses, and uses that are permitted under certain circumstances. Additional use-related requirements, such as location of active retail frontages at the ground level are also delineated. Furthermore, this chapter regulates the allowable development intensity on each site.
- **Chapter 3: Circulation and Streetscape Plan.** This chapter encompasses the circulation plan for the Station Area, with presentation of the overall street network and hierarchy, transit access and bicycle and pedestrian movement. Streetscape regulations address the design of the space between the buildings, including public rights-of-way.
- **Chapter 4: Built Form.** This chapter regulates development that is not within City rights-of-

way. While the built form standards provide guidelines and a lot of development flexibility, proposed projects **must** comply with the standards of this chapter. The chapter also includes various development standards for parking, infrastructure, adaptive reuse and signage.

- **Chapter 5: Green Space and Public Art.** This chapter provides guidance for the major public spaces envisioned in this Specific Plan and their significance within the new Station Area's urban design framework. The role of public spaces are described in conjunction with conceptual programming elements that will best activate the space and surrounding development as well as serve the Station Area and the City's populations. The Chapter also provides guidelines on the provision and location of public art.

- **Chapter 6: Implementation.** This chapter provides strategies for the implementation of the Specific Plan, including the development review process, how infrastructure will be provided to serve new development, management of public facilities and infrastructure, and

phasing for initial improvements and funding mechanisms.

- **Chapter 7: Appendix.** This chapter provides supplemental information including a glossary of terms, jurisdiction and organization contact information and list of reference documents.

1.8.1 Illustrative Images and Photos

This Specific Plan creates a framework for design and development that will happen over many years. To aid in understanding the practical application of the requirements of the Specific Plan, the standards and design guidelines include illustrative renderings and photographs to show the intent of various requirements and provisions. These illustrative renderings and photographic images should not be interpreted as requiring a specific mix, use or type of development of the specific style of design elements –rather, they represent a prototypical depiction of possible arrangements and types of conforming development.

2

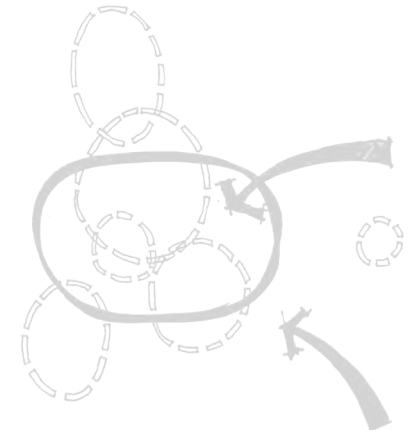
REGULATING PLAN



2. REGULATING PLAN

2.1 OVERALL REGULATING PLAN INTENT

This Regulating Plan Chapter of the Specific Plan sets forth the overall framework and use of land within the Station Area. This Chapter establishes public rights-of-way, dedicated public spaces, development blocks, and land use for all the land within the Station Area boundary. In keeping with the Vision of a vibrant, mixed-use Station Area, the land use regulations of this Specific Plan provide a large degree of flexibility, within stipulated standards.



Artist's rendering of the Station Area development looking northeast over the tracks, towards the North Station Plaza.

2.2 LAND USE INTENT

EXISTING LAND USE

Generally, existing land uses that become nonconforming as a result of the implementation of this Specific Plan will be governed by, and must comply with, the standards in this Specific Plan regarding nonconformance.¹ Additions or expansions of existing buildings and land uses, must comply with the established standards of this Specific Plan for adaptive reuse. These are addressed in Chapter 4 of this Specific Plan.

FUTURE LAND USE

Building on the regional accessibility of the Station Area, the Specific Plan proposes a mix of transit-supportive uses, including a high-intensity mixed-use center with residential, commercial and office uses. At the heart of the Station Area is the **Station Core** land use classification, which comprises development within a quarter-mile, or a five-minute walk, of the transit station. See Figure 2-2. The highest intensity of office, retail and residential uses will be located

here, with emphasis on an active, pedestrian-oriented public realm. Irving Street and Westminster Station Boulevard will serve as the primary gateways into the Station Core. Pedestrian activity in the Station Core will be focused around the transit station and along Hooker Street—both of which will have active (pedestrian-oriented) ground floor uses like shops, restaurants and services. Throughout the remainder of the Station Core, ground floor uses will be a mix of commercial, office and residential uses. Uses above the ground floor will be a mix of office and residential uses, providing close proximity for transit riders to employment and residences.

Finally, a central public space, and other supporting green spaces, will provide a focus within the Station Core classification, providing additional outdoor amenity space and views for higher density residential uses. Locations for public spaces are suggested on figure 2-2. More information on public space location criteria can be found in Chapter 5 of this Specific Plan.

West of the Station Core will be a mix of residential, office and commercial uses. This area is classified as **Transitional Mixed Use**. It will provide a unique setting for medium and high density residential development,

commercial uses and light industrial or live/work spaces. The scale of this district will be lower than the Station Core as it transitions to existing lower heights and development intensities west of Lowell Boulevard and north of 72nd Avenue.

To the northeast of the Station Core will be the **Commercial Mixed Use** classification which will be primarily commercial, with office and supporting neighborhood and business services for the entire Station Area. These uses will be aligned along both 72nd Avenue and Federal Boulevard. Residential uses will also be allowed in this area, which may take the form of live/work studios, townhomes, lofts and multifamily residential development.

The northern edge of the rail corridor will include a continuous linear open space and trail from Lowell Boulevard that will access the North Transit Plaza and station, bus transfer area and extend east to Federal Boulevard. The southeastern portion of the linear open space will include a 2-acre storm water quality area that will provide additional support to the detention and water quality areas to the south within the Westminster Station Park. There will be a trail around this area to provide additional recreational opportunities. In addition to providing water quality and

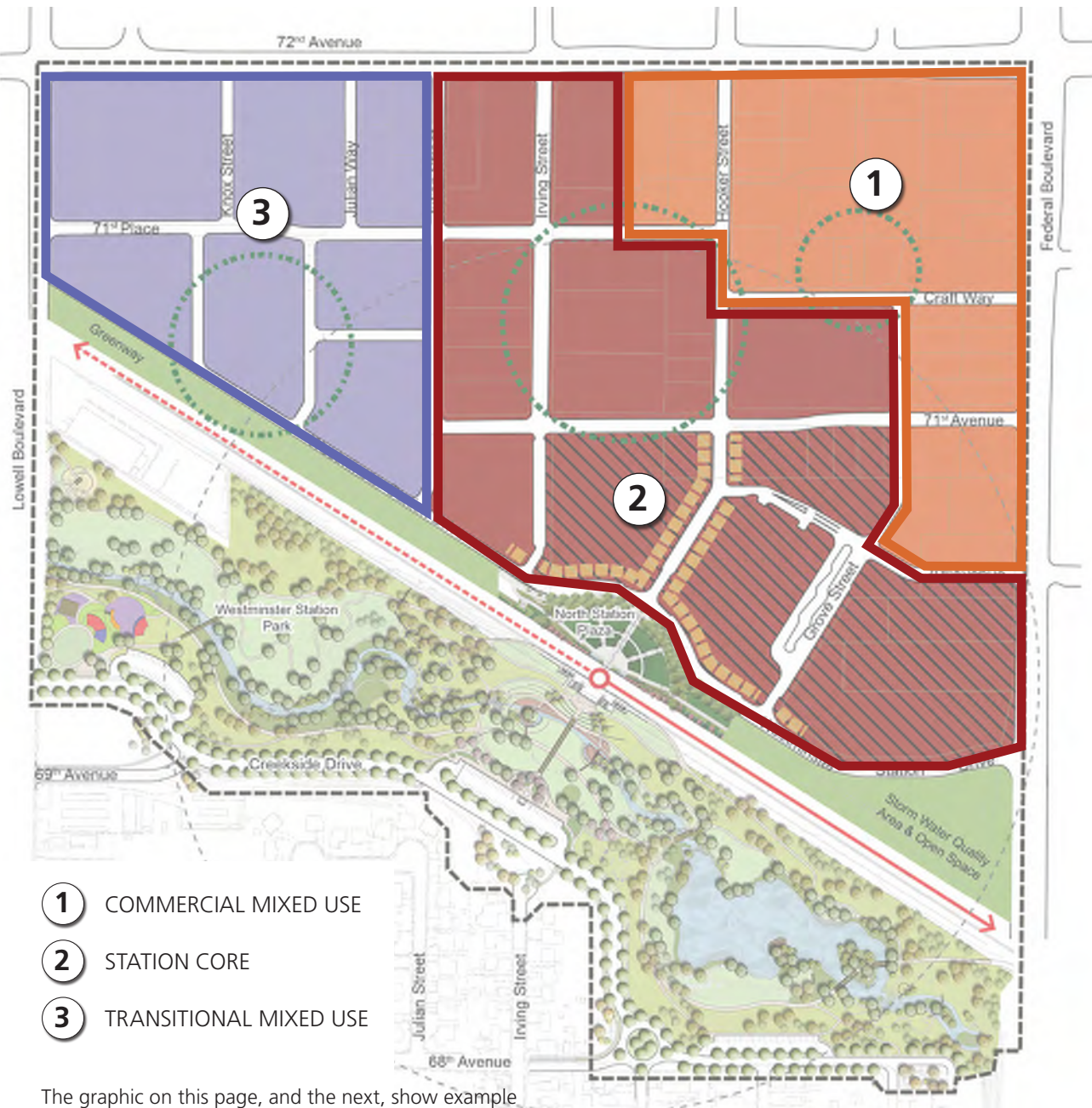
drainage for the Station Area, the Westminster Station Park will provide a regional recreational and open space destination with both active and passive recreation opportunities. The Park will also include the South Station Plaza and direct access to the commuter rail station via a bridge from Creekside Drive.



Variety of development types and uses. Boulder, CO.

¹ Properties in Subarea G of the South Westminster Urban Renewal Plan will continue to be governed by Section 11-4-4 (D), WMC, until said Plan expires or is terminated.

Figure 2-1:
Character Map



The graphic on this page, and the next, show example places and developments that have a **similar character** to what is envisioned for parts of the Station Area.



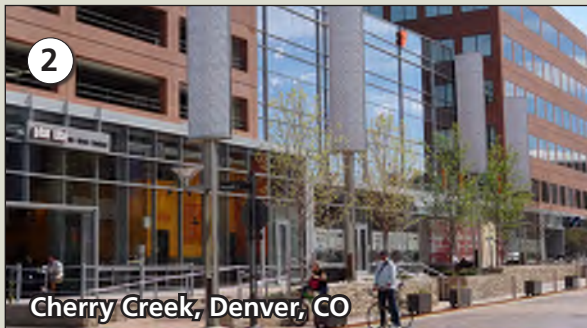
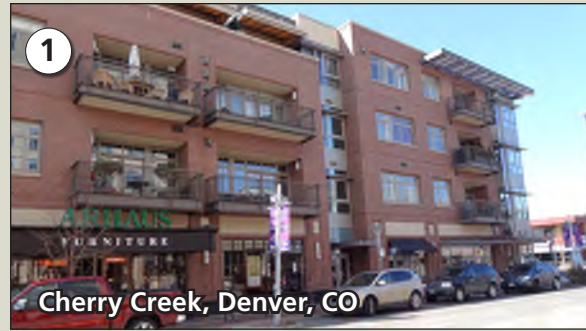


Figure 2-2:
**Land Use
Framework Plan**



Figure 2-3: **Future Streets Overlay**

2.3 REGULATING PLAN

FRAMEWORK PLAN

The Station Area Framework Plan and Land Use Classifications are shown on Figure 2-2. This Framework Plan designates the location, distribution and extent of activities that may occur in the Station Area, as development occurs, as well as an illustrative street grid depicting future planned rights-of-way. Active building frontage requirements are also designated on the Framework Plan – where development must provide active ground floor uses and/or building frontages. Land Use Classifications, as designated on Figure 2-2 allow for a range of activities within each classification.

New street connections and extensions provide connectivity to the heart of the Station Area with both collector and local streets. (Figure 2-3). The street grid and block patterns, as established in Figure 2-3 should be adhered to in the development of the Station Area. Specific locations of alleys and internal access streets within this established street grid will be determined as development occurs.

Irving Street and Westminster Station Drive are envisioned as primary gateways and collectors within the



Station Area, providing direct physical and visual connectivity to the transit station. The remainder of the street grid will reinforce the walkability of the Station Area with smaller block sizes and multiple new connections.

Figure 2-2 also shows **potential public space locations**. Public spaces are located in the Station Area in order to provide a focus for activity in mixed-use and residential neighbor-

hoods. These public spaces will provide easy access to outdoor amenities for the approximately 2,600 new residents expected at full build-out in the Station Area. South of the rail corridor, the Westminster Station Park will be the center piece of open space within the Station Area, with a 37.5-acre open space, drainage and recreation facility. The approximately 0.5 acre North Station Plaza will

provide additional public gathering and open space. Development will surround the public spaces and plazas, establishing these as key focal points within neighborhoods. Additionally, a linear pedestrian and bicycle trail along the north side of the rail corridor will provide a direct connection to the North Station Plaza from Lowell Boulevard and from Federal Boulevard.

LAND USE CLASSIFICATIONS

As earlier mentioned in Chapter 1, the 2013 City of Westminster Adopted Comprehensive Plan designates the entire Station Area as a Mixed Use Center. Within this broad designation are finer-grain land use classifications outlined in this Specific Plan.

These classifications are presented on the following pages and include a range of uses with their respective densities and intensities. Table 2-2 provides greater detail on specific uses permitted within each classification.

The Land Use classifications for the Station Area are as follows:

- *Station Core*
- *100% Pedestrian-Oriented Street Frontage*
- *Commercial Mixed Use*
- *Transitional Mixed Use*
- *Public Space*

The following descriptions of the Land Use Classifications correspond to the designations shown on Figure 2-2 Land Use Framework Plan.

STATION CORE

This classification establishes the Station Area as a vibrant activity center, with a mix of residential, retail, office and hotel uses. Along 100% Pedestrian-Oriented Street Frontages, retail stores, restaurants/cafés, and other active uses are required at the ground floor, with residential, office and/or hotel uses located above. The typical building typology is expected to be a four- to five-story building with an internal courtyard and wrapped structured parking. See Table 2-2 for more information on allowed uses in this classification.



100% PEDESTRIAN-ORIENTED STREET FRONTAGE

Even though active street uses are encouraged throughout the Station Core and Commercial Mixed Use designations, this designation **requires 100% active uses at the ground floor** and occurs only in the Station Core classification along Hooker Street and Westminster Station Drive. Acceptable uses include retail stores, restaurants, cafés, personal services like spas and salons, galleries and entertainment – providing ample, unobstructed and transparent storefronts, with outdoor seating activity and engaging storefront displays. These uses can be allowed to phase in as development occurs, but the building form and structure will be required in the development plan.



COMMERCIAL MIXED USE

This classification encourages a synergistic mix of higher-intensity commercial uses. Office, retail and business services will be located here to capitalize on 72nd Avenue and Federal Boulevard street frontages. Residential, live/work development is also allowed if minimum 0.25 (25%) of ground floor commercial is met. Uses may be mixed either vertically (office or residential uses above commercial at the ground floor) or horizontally (commercial, residential and office uses located side by side). Refer to Table 2-1 for information on FAR and density, and Table 2-2 for more information on allowed uses in this classification.



TRANSITIONAL MIXED USE

This classification encourages a unique mix of residential and commercial uses within a neighborhood scale. The use fosters a diverse commercial environment that accommodates flexible, creative work-force spaces for a wide range of businesses. These spaces may include office uses, live/work units with personal services, artist studios and consulting space as well as flexible storefront units for a range of soft industrial uses, such as baking and food production, coffee roasting and distribution, small-scale print shops, restaurants and cafés, and personal services. Residential and commercial uses may be horizontally or vertically mixed. Please refer to Table 2-2 for information on allowed uses in this classification.



PUBLIC SPACE

Potential areas for public spaces and parks are identified on the Land Use Framework Plan as dashed circles and labeled: "Potential Public Space Location." These **locations are flexible** and will be determined as development occurs. These areas are intended for public squares, plazas, and recreational fields that serve the outdoor needs of the community.



Forecourt of Westminster Station garage during station opening festivities, July 30, 2016.

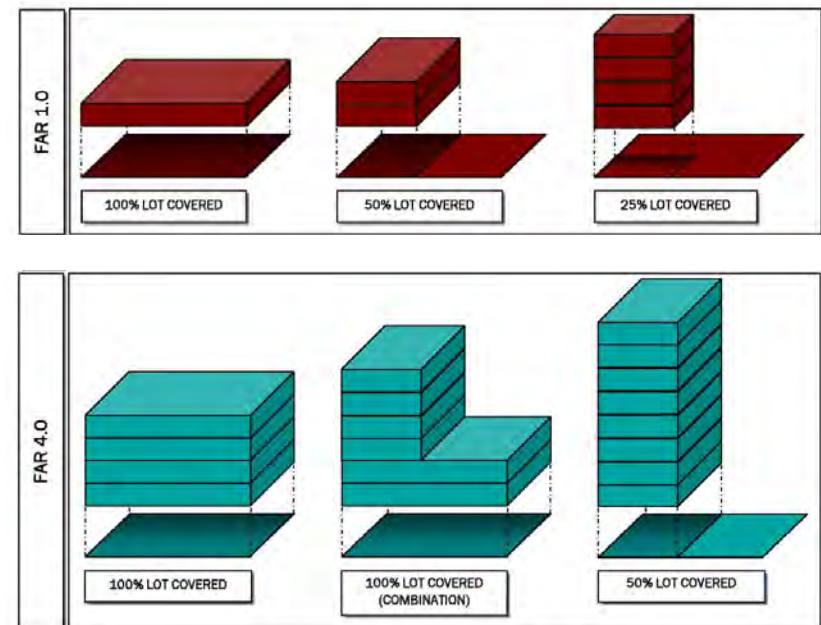


Stipulated Floor Area Ratios (FARs) and heights are tools employed to create a desired urban form, and scale.

LAND USE, INTENSITY AND HEIGHT PROVISIONS

The development intensity and land use provisions for each classification within the Station Area are shown in tables 2-1 and 2-2 respectively. Development intensity for stand-alone residential uses is measured as dwelling units per acre. Non-residential and mixed-use development intensity is measured as Floor Area Ratio (FAR), obtained by dividing the gross floor area of a building by the lot area. In general, all floor area above grade is included, including residential uses,

within mixed-use developments. However, structured/enclosed parking areas are not counted towards FAR. Figure 2-2 identifies greater FAR requirements for the Station Core classification adjacent to the station. The maximum FAR may be attained through any distribution over the site. This distribution should however not exceed the stipulated height limit. (See Figure 2-4).



Floor Area Ratio (FAR) distributed differently over a site. Courtesy: <http://webpages.uidaho.edu/larc251/Pages/zoning.htm>.

Figure 2-4:
Height Map

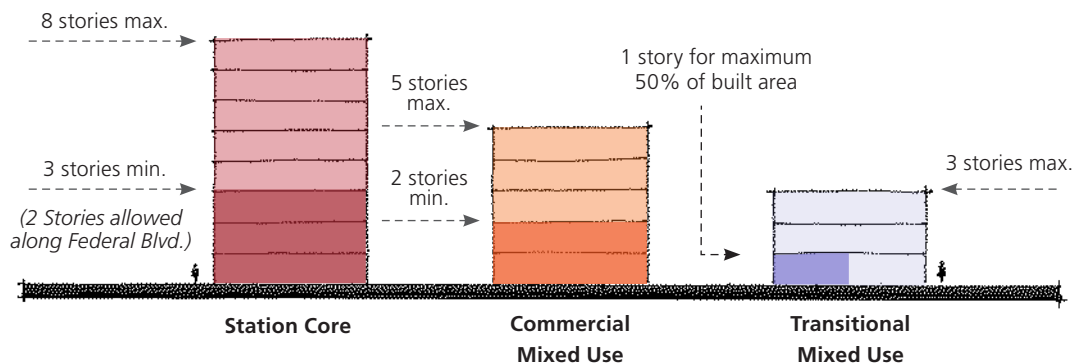


Table 2-1: Intensity Standards by Land Use Classification			
	Station Core	Commercial Mixed Use	Transitional Mixed Use
Density and Intensity			
Minimum Floor Area Ratio	1.0 FAR to 1.5 FAR , as noted on Figure 2-2	0.75 FAR	0.5 FAR
Maximum Floor Area Ratio	2.5 FAR to 3.5 FAR as noted on Figure 2-2	2.0 FAR	1.5 FAR
Minimum Density	32 units/acre (1)	32 units/acre (1)	12 units/acre
Maximum Density	-	-	-
Minimum Building Height (in stories)(2)	3 stories 2 stories allowed along Federal Blvd.	2 stories	1 story for maximum 50% of built area
Maximum Building Height	8 stories	5 stories	3 stories

Note: Minimum and maximum Floor Area Ratios are combined residential and non-residential uses. For example, a development with 10,000 square feet of commercial space, 40 residential units (48,000 sqft of residential space) on one acre would have an FAR of 1.3.

(1) Residential only permitted when a minimum 0.25 (25%) of ground floor commercial is provided.

(2) A building story is defined as the space, or vertical distance, from the structural floor of one level of the building to another.



Schematic diagram of building heights by land use classification. Not to scale

Building heights will vary throughout the Station Area, with emphasis placed on greater heights at key gateways and destinations. Building heights are greatest adjacent to the station, allowing up to eight stories, and generally taper to the north, east and west. Minimum building heights are designated for specific areas in order to establish a strong presence along key gateway and pedestrian streets. Heights are lowest in the northwest portion of the Station Area, which provides a transition to lower-scale uses to the north of 72nd Avenue and to the west of Lowell Boulevard.

Table 2-2: Allowed Land Uses by Classification

	<i>Station Core</i>	<i>Commercial Mixed Use</i>	<i>Transitional Mixed Use</i>
Allowed Land Uses			
<i>Residential Uses</i>			
Dwellings	See sub-classifications below		
Multifamily	P(1)(2)	P(1)(2)	P(1)
Residential Care Facilities	See sub-classifications below		
Home for the Aged	C	C	P
<i>Public and Semi-Public Uses</i>			
Colleges and Vocational Schools	P	P	P
Institutional Use	P	P	P
<i>Office and Commercial Uses</i>			
Aerobics, Ballet, Dance, Exercise Instruction, and Classes	P	P	P
Antique/Consignment Shop	P	P	P
Art and Photography Studios/ Art Galleries	P	P	P
Assembly Halls, Event Centers and Churches	P	P	P
Bakeries and Food Production	P (3)	P (3)	P (3)
Banks and Financial Institutions	P	P	P
Business and Professional Services	P	P	P



Residential uses over ground floor retail. Lakeside Lofts, Chicago.

P: Permitted Uses, allowed as of right.

C: Conditional Uses, allowed upon a determination that they meet the conditions specified in Section 11-4-9 of the Municipal Code.

(1) Residential use types are permitted on the ground floor along 72nd Avenue or Federal Boulevard as Conditional Uses

(2) Allowed if minimum 0.25 (25%) of ground floor commercial is met.

(3) Distribution and wholesale storage limited. To be reviewed on a case-by-case basis.

Table 2-2: Allowed Land Uses by Classification

	<i>Station Core</i>	<i>Commercial Mixed Use</i>	<i>Transitional Mixed Use</i>
Allowed Land Uses			
Commercial Entertainment and Recreation	See sub-classifications below		
Live Entertainment	C	C	C
Day Care Facility	P	P	P
Eating and Drinking Establishments	See sub-classifications below		
Bars/Lounges	P	P	P
Coffee Shops/Cafés	P	P	P
Micro Breweries (4)	P	P	P
Restaurants, Full Service	P	P	P
Restaurants, Limited Service	P	P	P
Food and Beverage Sales	See sub-classifications below		
Liquor Store	P	P	P
Convenience	C	C	C
General	P	P	P
Fraternal and Service Club			P
Live/Work Units	P	P	P
Medical/Dental/Veterinary (5) Office and Clinic	P	P	P
Hotels and Motels	P	P	P
Offices	P	P	P
Packaging and Postal Substation	P	P	P



Office uses over ground floor retail, Stapleton, Denver

P: Permitted Uses, allowed as of right.

C: Conditional Uses, allowed upon a determination that they meet the conditions specified in Section 11-4-9 of the Municipal Code.

(4) Microbreweries/Micro-distilleries shall not exceed 8,000 SF in size, and require a minimum of 25% floor area dedicated for restaurant/retail sales. Production shall not exceed 5,000 barrels per year.

(5) Indoor veterinary facilities only.

Table 2-2: Allowed Land Uses by Classification

	<i>Station Core</i>	<i>Commercial Mixed Use</i>	<i>Transitional Mixed Use</i>
Allowed Land Uses			
Personal Services	P	P	P
Pet Store/Pet Grooming (Under 5,000 sqft.)	P	P	P
Private Schools	P	P	P
Radio/TV/Recording Studio	C	C	C
Retail Sales	P	P	P
Thrift Store (Under 5,000 sqft.)		C	C
Repair (non-auto and -large appliance)			P

P: Permitted Uses, allowed as of right.

C: Conditional Uses, allowed upon a determination that they meet the conditions specified in Section 11-4-9 of the Municipal Code.



The Station Core classification should have a vertical mix of high intensity transit supportive uses.



Ground floor uses should activate key pedestrian-oriented routes within the Station Area.



Key public spaces in the Station Area should act as focal gathering spaces surrounded by active uses.

LAND USE GOALS AND POLICIES

GOALS

- SP-G-1** Establish a vibrant, mixed-use transit center that acts as a neighborhood and community destination.
- SP-G-2** Foster a mix of land uses that support and encourage transit ridership, with a mix of commercial, residential, employment and civic uses.
- SP-G-3** Provide a flexible land use framework that provides opportunities for incubator industries, live/work spaces and neighborhood-serving commercial uses.
- SP-G-4** Facilitate the transition of existing land uses and buildings into the broader framework of the Station Area.
- SP-G-5** Work within the City Council's strategy of affordability and inclusivity and ensure that land uses, especially housing, welcome a mix of residents with varying socio-economic and demographic characteristics and backgrounds.

POLICIES

- SP-P-1** Ensure that land uses in the Station Area are consistent with those shown on Figure 2-2 to facilitate a mix of commercial, residential and public uses.
- SP-P-2** Provide a vertical mix of uses within the Station Core and along primary corridors, including Irving Street, Hooker Street and Westminster Station Drive.
- SP-P-3** Ensure that the mix of uses provides an active street environment along key pedestrian-oriented streets and the transit station during daytime and evening hours.
- SP-P-4** Maximize development intensity and densities within the Station Core classification (a quarter-mile radius from the transit station).
- SP-P-5** Provide neighborhood retail and services for new and existing residents, workers and commuters to reduce the need for driving for everyday needs.

- SP-P-6** Foster a diverse commercial environment that supports a range of affordability and businesses, particularly in the Transitional Mixed Use classification. This could include live/work units and flexible spaces for a range of soft industrial uses to foster small business growth.
- SP-P-7** Provide a diversity of housing types and affordability, including townhomes, stacked flats, live/work units and apartments.
- SP-P-8** Reinforce Irving Street as a major civic corridor in the City by locating key civic destinations and uses, plazas, and public art along the street.
- SP-P-9** Provide public space, parks and plazas throughout the Station Area, with emphasis on active plazas along designated Pedestrian-Oriented Street Frontage.
- SP-P-10** Ensure that public spaces are surrounded by active uses – encourage restaurants to provide outdoor dining along public plazas and open spaces.
- SP-P-11** Facilitate establishment of a business improvement district to foster a strong business and ownership environment. The association would provide an avenue for all Station Area occupants to participate and plan for improvements and activities within the district.
- SP-P-12** Provide clear direction on acceptable standards for adaptive reuse of existing structures and set guidelines on building form, materials, architecture and use.
- SP-P-13** Provide a strategy for incremental growth and phasing for the entire Station Area and ensure careful integration into the existing fabric as redevelopment occurs.
- SP-P-14** Align with ongoing policies that City Council may adopt in concert with affordability and inclusivity during implementation, and tailor development decisions in that direction within the broader adopted framework of the Specific Plan.
- SP-P-15** Work with other governmental jurisdictions, such as Adams County Housing Authority (ACHA) and explore opportunities for attracting and incentivizing the development of affordable and mixed income housing within the Station Area.

- SP-P-16** Encourage new development to meet guidelines for sustainable/ green building development; and to pursue Leadership in Energy and Environmental Design (LEED) certification.
- SP-P-17** Encourage the creation of an urban street edge along Federal Boulevard.

LAND USE STANDARDS

- SP-S-1** Require that all allowed land uses in the Station Area are consistent with those listed in Table 2-2.
- SP-S-2** Require active ground floor uses within the area designated with Pedestrian-Oriented Street Frontage in Figure 2-2.
- Active uses include retail stores, restaurants and cafés, personal services like spas and salons, galleries and entertainment—all of which engage the pedestrian, provide ample, unobstructed and transparent storefronts, and occupy the public realm (outdoor seating or displays).
 - Locate active ground floor uses along pedestrian connections through mixed-use developments.
- SP-S-3** Auto-related uses, including (but not limited to) drive-through establishments, repair and supply, and service stations are not permitted within the Station Area. (Uses that become nonconforming after adoption of this Specific Plan will be allowed to remain but not expanded as stated by W.M.C. 11-4-15. F
- SP-S-4** When renovations (not including paint or general maintenance) or expansions occur on nonconforming buildings and structures—require that these new additions adhere to the standards provided by this Specific Plan for adaptive reuse (See page 134).
- SP-S-5** Distribution and wholesale storage shall be limited. Proposals for this use will be reviewed and allowed only on a case-by-case basis.

USE OF EXISTING BUILDINGS

As mentioned earlier in this Specific Plan, the Station Area encompasses an existing geographic area which includes several different land uses and building types - the majority of which are retail, light industrial and residential. This Specific Plan advocates for the careful transition of these uses and buildings into the future fabric of the Station Area.

Adaptive Reuse of Existing Buildings

A number of the structures in the Station Area are likely candidates for adaptive reuse in the short to midterm of the development timeline. Adaptive reuse is the process of reusing an old building for a purpose other than for what it was originally built or designed. When done well, the reuse of such structures within a larger development framework, brings in an interesting and eclectic mix of uses, architecture, and urban character. Typically older buildings with sound structural integrity are re-purposed and redesigned to house new uses. Chapter 4 of this Specific Plan addresses guidelines and standards for adaptive reuse of structures within the Station Area.



Structures that have been re-purposed in the RINO District of downtown Denver

STATION AREA PLAN BUILD-OUT

This Specific Plan presents a comprehensive vision for development within the Station Area. Assumptions used to determine the Station Area's development potential are based on building typologies and intensities expected. Table 2-3 shows a breakdown of residential and non-residential development expected within the Station Area. The development scenario assumes that redevelopment will occur in response to natural market forces as well as potential opportunities for

Table 2-3: Potential Development Summary

New Development

Residential (units)	1,340
Projected Population	2,600
Non-Residential (square feet)	
Retail	372,000
Office	279,000
Total Square Feet	651,000
Projected Jobs	1,820

Source: City of Westminster

public/private partnerships. Thus, it is assumed that all development will be driven by property-owner decisions to redevelop their properties or to sell to developers.

At full build-out of the Station Area, new residential development would likely result in approximately 1,340 new dwelling units—the majority of which would be multi-family condominiums and apartments in both residential and mixed-use settings. These new housing units will establish a new residential district in the heart of South Westminster, with a population of approximately 2,600 new residents. Projected new non-resi-

dential development in the Station Area would provide approximately 651,000 square feet of building space. Non-residential development is expected to include office, retail and commercial/creative workforce uses. At full build-out, this development could result in approximately 1,820 jobs in the Station Area.



Artist's renderings of the proposed Adams County Housing Authority affordable housing/mixed use project, also known as ALTO to be located in the Station Area at 71st Avenue and Federal Boulevard. Top: View from North Grove Street looking east. Bottom: View from corner of Federal Boulevard and 71st Avenue looking northwest.

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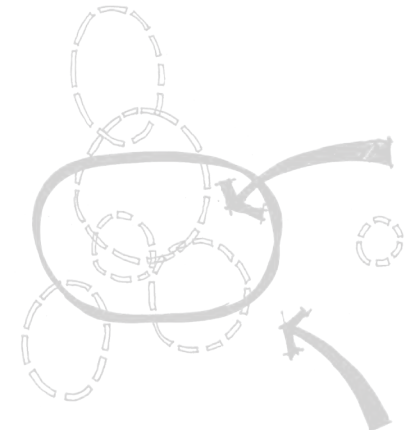
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STREETSCAPE & CIRCULATION

3. STREETSCAPE & CIRCULATION

3.1 OVERALL STREETSCAPE & CIRCULATION INTENT

This chapter highlights the streetscape and circulation design and overall multimodal systems, as established for the Specific Plan. The intent even goes further than mere multimodality and recognizes that, when designed properly, streets become an integral part of a city or district's open space network. Streets cease to be thoroughfares but rather become destinations themselves contributing to the overall quality of the public realm in the Station Area.



3.2 STREETSCAPE DESIGN

At the ground level, the public realm is defined by the street, sidewalks, parks and plazas and the activities that occur within these spaces. The Specific Plan therefore provides direction for a rich streetscape environment that fosters enjoyment and experience of the public realm. Wide sidewalks, comfortable seating areas, public art, tree lawns and lush landscaped planters, distinctive lighting and pedestrian furnishings—all of which add variety and interest within the public realm, are emphasized. Likewise, the extension of indoor activities into the sidewalk area, plazas and parks is emphasized by the Specific Plan. Outdoor eating areas and cafés, plazas with protected seating areas, play areas for children and well-designed park spaces all provide venues for interaction, play and pas-

sive enjoyment of the public realm. Streetscape design also emphasizes ample street lighting and furnishings throughout the Station Area. It also includes signage and lighting features along key streets with creative opportunities for public art through design of street furnishings like bicycle racks or benches.

3.3 MULTIMODAL CIRCULATION

The Specific Plan emphasizes multimodal connectivity to the transit station. Key elements include new and improved pedestrian connections to the transit station along the rail corridor, 72nd Avenue, Irving Street and Lowell Boulevard, as well as bicycle facilities, wide sidewalks and well-defined pedestrian crossings throughout the Station Area.

Roadway improvements, including new street connections, will further improve circulation in the Station Area. Phasing of these improvements will be planned to ensure that traffic impacts from new development will be adequately accommodated, and that pedestrian and bicycle connections from surrounding neighborhoods to the station are prioritized. Figure 3-1 presents the Station Area multimodal circulation framework.

TRANSIT

Access to transit and to key services is a primary focus of transit-oriented design/development. Easy physical access, as well as improvements to service, underlay viable transit options. Thus, simplifying and facilitating access to the transit station as well as other destinations throughout

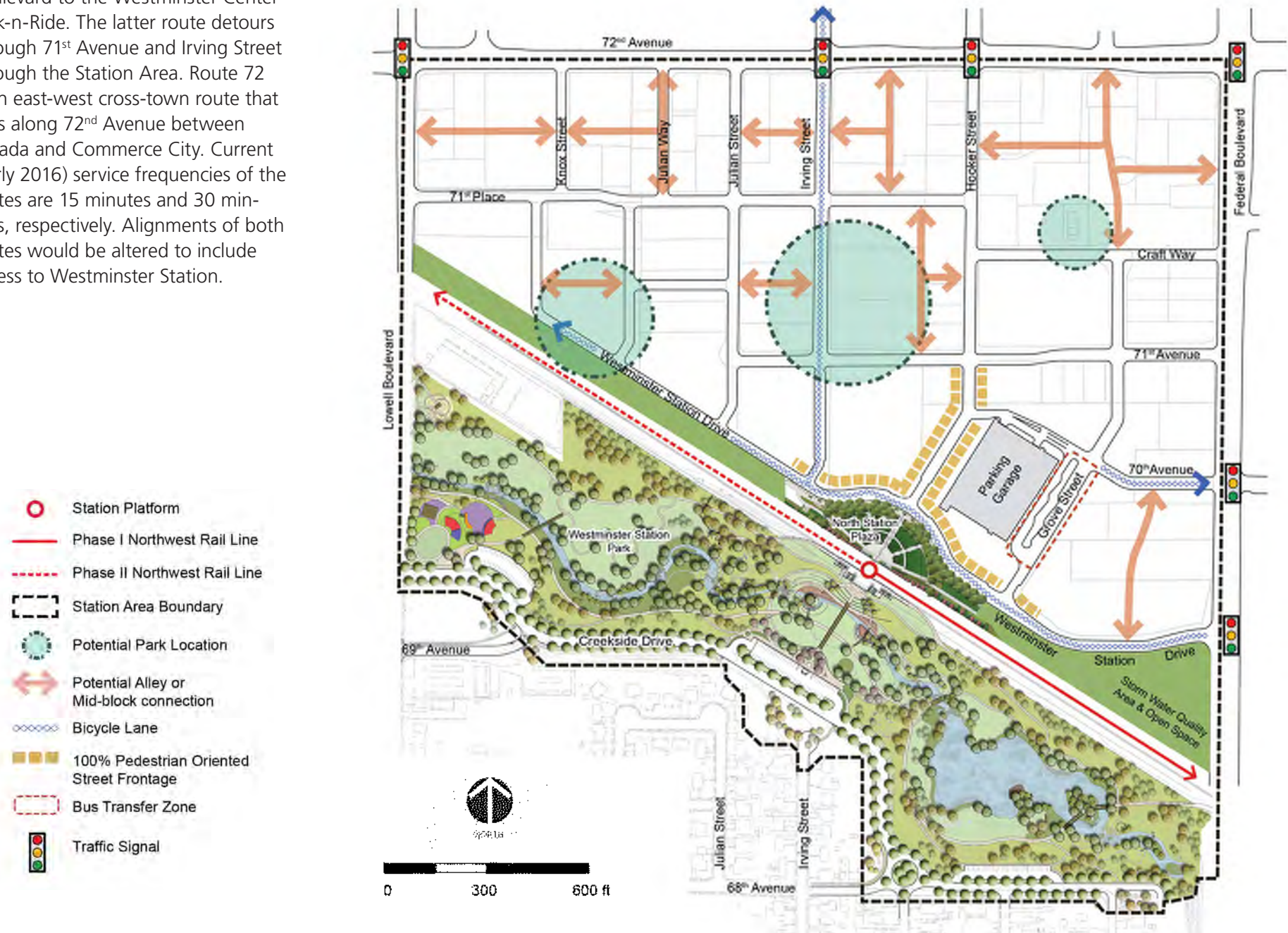
the Station Area is an important element of the Specific Plan and key to establishing the Station Area as a transit hub and urban district. Transit service within the Station Area will primarily be provided at the Westminster transit station, which will include the RTD bus transfer facility, Northwest Rail Line commuter rail platform, kiss-and-ride and a 950- to 1,050-car (approximately 660 spaces in Phase I) parking structure.

Bus Service

RTD operates two bus routes that will continue to serve the Station Area and the Westminster Station. Route 31 originates in the Denver central business district and terminates at Front Range Community College on 112th Avenue east of Sheridan Boulevard. The Route alternates between

Federal Boulevard and Sheridan Boulevard to the Westminster Center Park-n-Ride. The latter route detours through 71st Avenue and Irving Street through the Station Area. Route 72 is an east-west cross-town route that runs along 72nd Avenue between Arvada and Commerce City. Current (early 2016) service frequencies of the routes are 15 minutes and 30 minutes, respectively. Alignments of both routes would be altered to include access to Westminster Station.

Figure 3-1: **Multimodal Circulation Framework**





One of the hallmarks of the Station Area is the transit access it provides to residents and patrons.

COMMUTER RAIL AND STATION ACCESS

Commuter rail to Westminster Station is provided by RTD. Downtown Denver is a short 11-minute non-stop ride from the station, which acts as an end-of-line commuter station until the full Northwest Corridor rail line is completed. Many options are provided for vehicle and bus access to the transit station with the primary route being along Westminster Station Drive from Federal Boulevard. Transit riders have access to the parking structure located at 70th Avenue and Grove Street with a direct pedestrian connection to the transit station.

Pedestrians and bicyclists also access the transit station along multiple routes, with the primary routes along Irving Street and Westminster Station Drive; a shared bicycle/pedestrian path that will run north of the rail corridor between Lowell Boulevard and Federal Boulevard; and pedestrian and bicycle connections from the Westminster Station Park and open space to the south of the station.

The transit station opened on July 25, 2016, with projected daily boardings ranging from 795 to 1,195.¹ Station components include a 660 to 1,050-space parking structure,

¹ Westminster Station TOD Traffic and Transportation Study, April 2013.



Lowell Boulevard will have a combination of sharrow lanes and dedicated bicycle lanes, with sharrow lanes along the Station Area.

kiss-and-ride, bus transfer area, and transit plazas to the north and south. Initial access to the transit station and bus transfer area is via Hooker Street and Westminster Station Drive from Federal Boulevard.

PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian Circulation

Pedestrian circulation is a key element of the Specific Plan. Connections to surrounding neighborhoods, transit and public and open spaces are emphasized. Wide sidewalks and design standards for active building frontages will ensure that the pedestrian network is easy to navigate, safe and engaging.

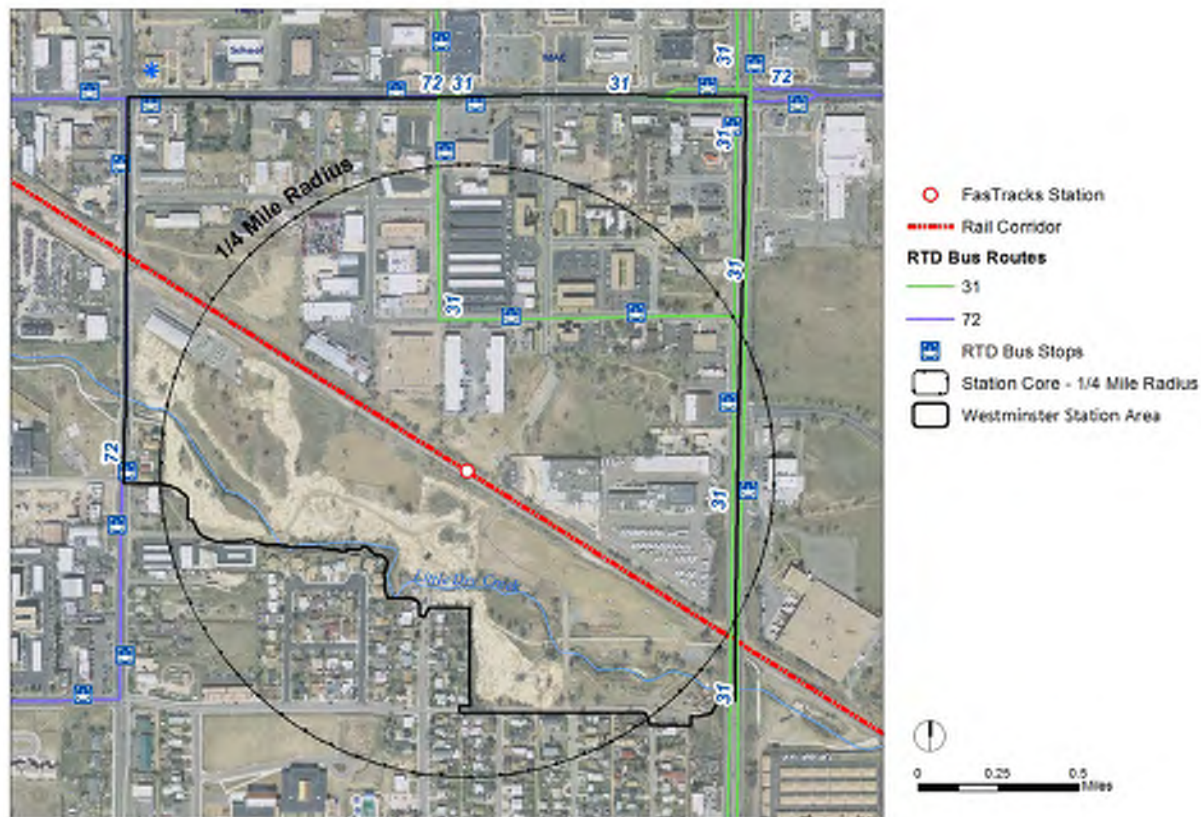
Additionally, the expanded street



Bicycle racks will be dispersed throughout the Station Area close to the station platform. Unique designs can be explored to help create an identity for the Station Area.

network will ensure that pedestrians have multiple options and flexibility for navigating the Station Area and accessing transit. Pedestrian access to the transit station will be consistent with the Americans with Disabilities Act (ADA) and principles of Universal Design, to ensure that all user groups can easily access the station.

A secondary system of pedestrian connections through the built and natural environment will further enhance circulation, providing greater choice and connectivity to neighborhood parks, transit and regional trails. Pedestrian connections to the Westminster Station Park as well as to the regional trail system that includes the Little Dry Creek, Clear Creek and South Platte River trails will be accessible from both the north and south sides of the rail corridor. A trail along the north side of the rail



Current (early 2016) RTD bus stops are located in and around the Station Area

corridor will connect to the transit station, Westminister Station Park and Little Dry Creek Trail from Lowell Boulevard and Federal Boulevard. The new underpass beneath Federal Boulevard (under construction as of 2016) allows the Little Dry Creek Trail to connect from the park to the regional trail network to the east. Within the Station Area, east-west pedestrian connections will be provided to connect development

east to Federal Boulevard. Connections to built areas outside of the Station Area are also emphasized. Enhanced pedestrian crossings at key intersections along 72nd Avenue will facilitate connectivity between Westminister's historic center, civic uses like Irving Street Library, the Swim & Fitness Center, as well as surrounding residential neighborhoods. The flood-prone trail underpass at Lowell Boulevard is being rebuilt in 2016 to

avoid flooding at the trail. This connectivity will play an important role in knitting the Station Area into the existing fabric and experience of the City. Likewise, improved connectivity to key neighborhood services such as Westminister Plaza will enhance livability within the Station Area.



Top left: Dedicated shared use pedestrian/bicycle path. Top right: Pedestrian pathway. Bottom: Pedestrian pathways can cut through development blocks and help to create additional pedestrian oriented street frontage.

Bicycle Circulation

Bicycle circulation is also emphasized in the Station Area, with on-street shared use (bicycle/vehicle), dedicated bicycle lanes, and bike separated bicycle/pedestrian trails. Bike racks, storage lockers, bicycle-supportive and rental services are also integrated into the Station Area. The primary bicycle routes through the Station Area will be along Irving Street and Westminister Station Drive.

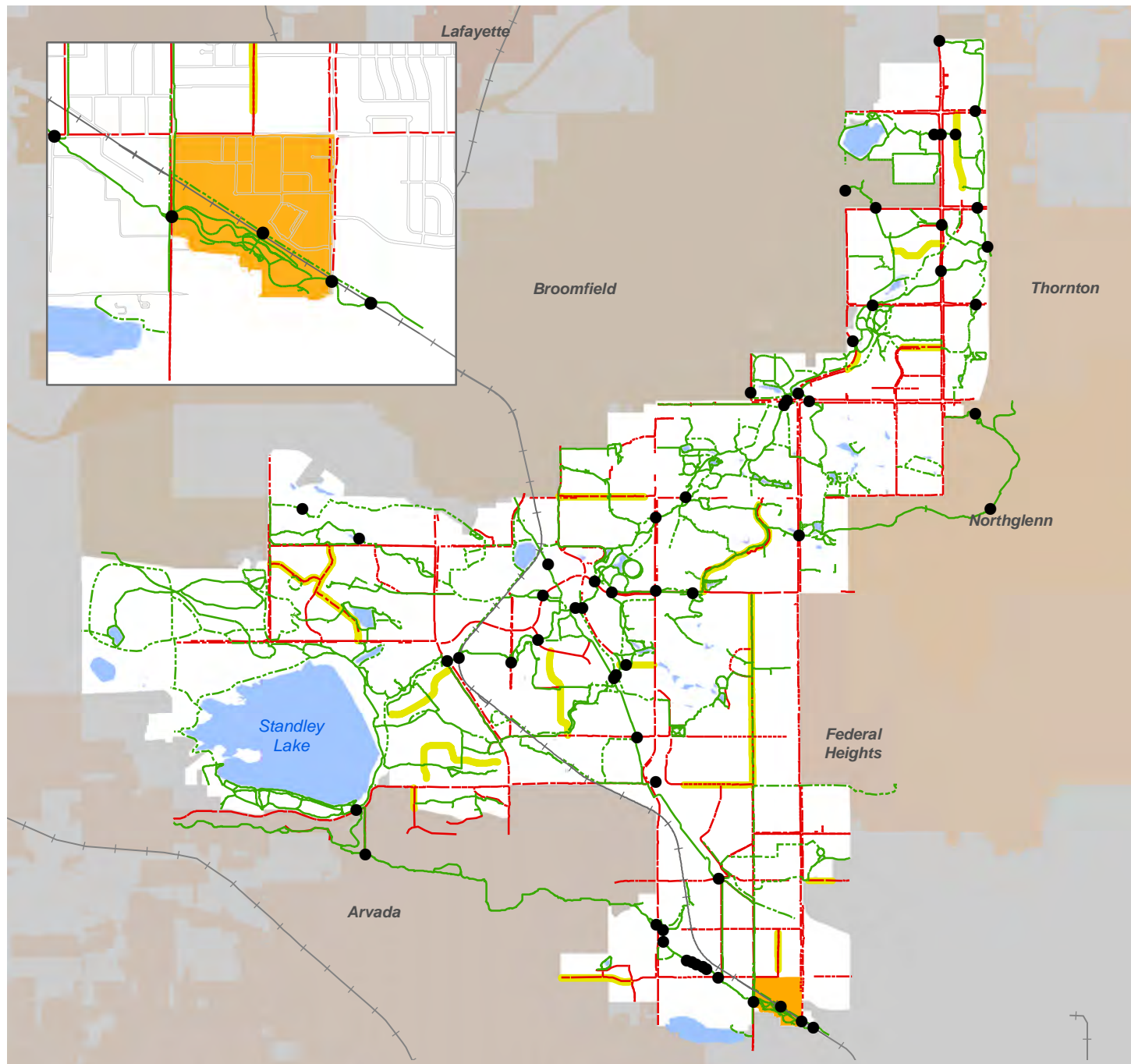


Figure 3-2:
**City of Westminster
Trail & Bike Map**

- Trail Underpasses
- Existing Trails
- - - Proposed Masterplan Trails
- Sidewalks (on major roads)
- - - Sidewalks Missing (major roads)
- On Street Bike Lanes
- Westminister Station Area

The City of Westminster Trail and Bike Map can be found on the City's website at:

www.ci.westminster.co.us/CityGovernment/CommunityDevelopment/BicycleMasterPlan

Alternatively the Parks, Recreation & Libraries Department can be contacted at 303.658.2192 for more information on the City's bicycle infrastructure.



0 0.5 1 2 Miles

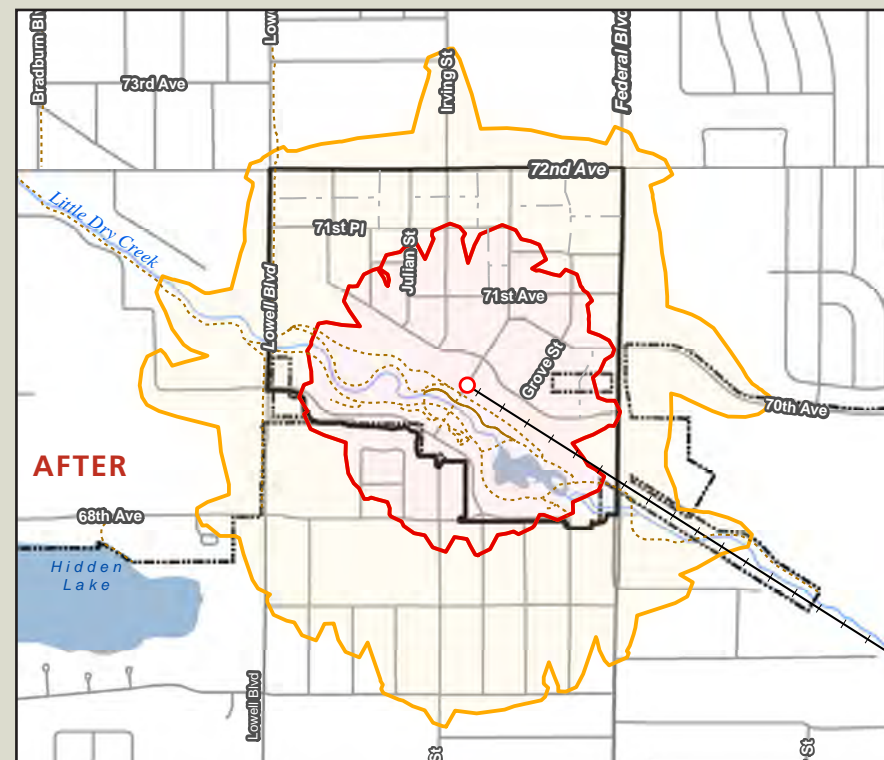
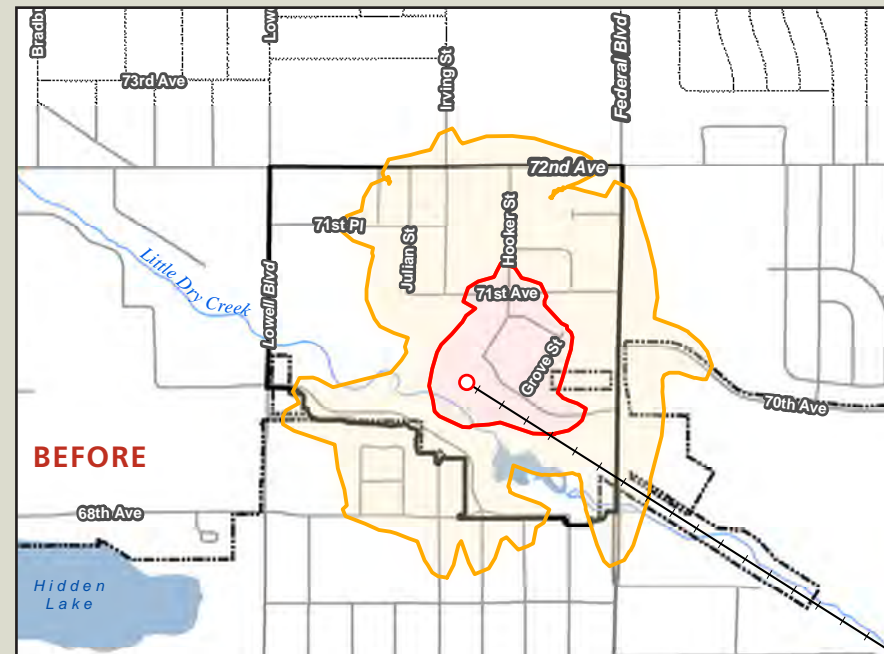
These bicycle routes will access the North Station Plaza. Planned bicycle lanes along Irving Street to the north as well as shared lanes along 72nd Avenue and Lowell Boulevard will facilitate commuter bicycle access to this primary route and the station.



Top: shared use bicycle lanes. Middle: dedicated bicycle lanes. Bottom: separated bicycle/pedestrian trail

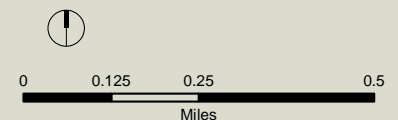
5/08/17

Figure 3-3: Walkshed Analysis Maps



A **Walkshed** can be defined as the walkable area around a particular point of interest or location. A **Walkshed Analysis Map** utilizes actual routes on the ground to determine how walkable an area is. More pedestrian routes, sidewalks, trails and connections provide greater coverage for pedestrian activity. Constraints such as lack of sidewalks, non-crossable roads, natural features, steep topography etc. greatly reduce the walkability of an area and the coverage area by foot. In other words there is less walkability, foot traffic and pedestrian coverage when pedestrian routes are non-existent or difficult to use.

The maps show before (mid-2016) and after (full build-out) scenarios of the Station Area's walkability. The 'After' scenario shows increased coverage as a result of the inclusion of more street connectivity, pedestrian walks, alleys, and trails. The red boundaries represent the walking coverage achievable in 5 minutes while the yellow boundaries represent coverage achievable in 10 minutes from the station platform.



Planned bike lanes along 70th Avenue will be extended to the east of Federal Blvd. Likewise, bike lanes along the western portion of Westminster Station Drive and Knox Street will facilitate connectivity between the historic Harris Park district to the Station Area. **Bikeshare** (See Appendix) facilities are also planned to be located at the train station. Finally, off-street trails and paths along the rail corridor and within the Westminster Station Park and Open Space to the south will provide direct connections to the transit station and other destinations in the area. The pedestrian and bicycle circulation network is shown in Figure 3-2.

Connections to Citywide and Regional Trails

Connections to Citywide and regional trails are equally as important



Trail infrastructure in the City of Westminster

as pedestrian and bicycle circulation throughout the Station Area itself. A hierarchy of trails within Westminster Station Park will be developed creating both commuter and recreational user experiences. A portion of Little Dry Creek Trail lies within the Park and this trail provides the City's connection to the Denver regional trail system. Just south of the City, the trail ends at the Clear Creek Trail which in turn connects with the South Platte River Trail. It also extends several miles northwest through the City of Arvada to Standley Lake Regional Park.

The Little Dry Creek Trail is a part of the Rocky Mountain Greenway trail connecting Rocky Mountain Arsenal National Wildlife Refuge to Rocky Flats National Wildlife Refuge. From the Little Dry Creek Trail, users can travel north on either the Lowell or Bradburn Trails to the new regional US 36



Bikeway. The 11-mile segment of the US 36 Bikeway from the City to Louisville/Superior opened in 2015 and the remaining 7-mile segment Table Mesa Station in Boulder opened in 2016. Along the US 36 Bikeway, access to Big Dry Creek Trail and the Farmers' High Line Canal Trail is available. The Big Dry Creek Trail is the crown jewel of the City's trail system. The trail meanders along the creek for almost 12 miles from Standley Lake to Interstate 25, crossing under most streets through underpasses. Another signature trail in the City, the Farmers' High Line Canal Trail, winds for over 12 miles from Standley Lake east to Northglenn's EB Raines Park.

Regional efforts and funding partnerships (with Adams County and other agencies as of 2016) are underway, working towards a Planning and Environmental Linkages (PEL) Study for Federal Boulevard.



TRAFFIC CONDITIONS

Traffic in the vicinity of the Station Area is focused along Federal Boulevard and 72nd Avenue. Both streets function as arterials between multiple jurisdictions. With the projected increase in regional traffic and traffic generated from development in the City including the new Westminster Downtown and the Station Area, traffic volumes along 72nd Avenue and Federal Boulevard will increase over the next 20 years.

Volumes along Federal Boulevard will increase from 29,000 to 39,000 average daily traffic (ADT) south of 72nd Avenue over 20 years. Along 72nd Avenue west of Federal Boulevard, volumes will increase from 19,500 to 24,000 ADT. The existing and projected levels of service along these arterials are described in Table 3-1. As indicated in the table, while traffic will increase along Federal Boulevard, the BNSF bridge expansion and addition of a travel lane in each direction between 67th and 70th Avenues will help accommodate the increased traffic volumes and reduce traffic congestion along Federal Boulevard. Minor lane improvements along 72nd Avenue will likewise allow this arterial street to accommodate increased regional and Station Area traffic with minimum impacts to traffic congestion. Within the Station Area, it is ex-

pected that traffic will flow smoothly along the proposed internal roadway network (this is based on a traffic study conducted in October 2013 by Aldridge Transportation Consultants). Street sections and intersections within the Station Area are designed to accommodate this traffic flow and ensure that the station parking and drop-off areas are easy to access.

VEHICLE CIRCULATION

The street network proposed by the Specific Plan establishes a hierarchy of streets comprised of collectors and local streets, and includes several new street connections that establish an interconnected grid. The primary collector streets – including an extended Irving Street and the new Westminster Station Drive – connect the surrounding area to the transit station and accommodate the majority of vehicular traffic through the Station Area. Additional new street connections include several north-south streets and extensions – Knox Court, Irving Street, Hooker Street and Grove Street – and an east-west connection of Craft Way from Grove Street to Federal Boulevard.

These new connections will further improve circulation throughout the Station Area, providing internal

circulation for new residential neighborhoods and in the core of the development. The street network assumes the vacation and realignment of some streets. (See figure 2-3) These streets will be designed and constructed as redevelopment occurs with alignments that will best serve the Station Area and accommodate

new development. In addition to new streets and extensions in the Station Area, existing streets will be augmented by distinctive streetscapes that will further facilitate wayfinding and circulation to the transit station. The streetscapes will be unified under a comprehensive scheme that will establish the Station Area as a cohe-

sive district. The streetscape scheme includes a greater differentiation of the street network beyond the City's collector and local street classifications. The street types, which include Gateway, Parkway, Transit, Local and neighborhood streets, are described in Section 3.4: Streetscape Typologies and Design.

Table 3-1: Existing and Projected Station Area Level of Service (LOS) Summary

Signalized Intersection	Existing LOS (AM/PM)	2016 LOS (AM/PM)	Improvements	2033 LOS (AM/PM)	Phase II (AM/PM)
72nd Ave / Irving St	B/B	C/C	none	C/C	EB right turn & NB right turn lane
72nd Ave / Hooker St	B/B	C/C	none	C/C	EB right turn & NB right turn lane
Federal Blvd / 72nd Ave	C/C	C/C	none	C/C	none
Federal Blvd / 71st Ave	C/D	F/D	none	C/C	new
Federal Blvd / 70th Ave	A/A	C/F	3/4 movement	n/a	removed
Federal Blvd / Westminster Station Dr	n/a	B/A	new	C/C	EB through lane

Source: Westminster Station Traffic and Transportation Study, October 2013 | Aldridge Transportation Consultants

Level of Service A: Low vehicular traffic volumes; primarily free flow operations.

Level of Service B: Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted.

Level of Service C: Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes.

Level of Service D: Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays

Level of Service E: Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed.

Level of Service F: Forced vehicular traffic flow and operations with high approach delays at critical intersections



Several streetscape elements combine to add to the placemaking quality of an urban street - King Street, San Francisco

3.4 STREETScape TYPOLOGIES AND DESIGN

The design of the public street, or its streetscape, encompasses sidewalk spaces, landscape elements and the public right-of-way. The design of these components and their relationship to the built environment shape much of the public realm.

Specific design elements include sidewalk and street paving, street trees, landscaping, furnishings and enhanced street crossings (differing material applied to crossing area to set it apart from surrounding street for increased safety measures). Variation in the composition, function and extent of these elements provide the basis for specific street types within the Station Area.

The streetscapes proposed for the Station Area emphasize a high quality, visually-engaging public realm. The Specific Plan establishes a number of street types within the Station Area, as shown in Figure 3-4. The street types define the character of each street, with direction for dimensions and travel lanes, landscaping and building-to-street relationships.

STREET TYPES

The street types proposed for the Specific Plan are composed of a cohesive palette of streetscape elements. The following street types are described in text, plans and sections:

- **Gateway** (Irving Street)
- **Parkway** (Westminster Station Drive)
- **Transit Street**
- **Local Street**
- **Neighborhood Street**
- **Alley or Mid-block Connection**
- **Pedestrian Oriented Street**
Frontage Transit Street

SPECIAL STREETS:

- Lowell Boulevard
- 72nd Avenue
- Federal Boulevard
- Hooker Street
- Grove Street
- Craft Way



Figure 3-4:
**Street Typology and
Network Plan**



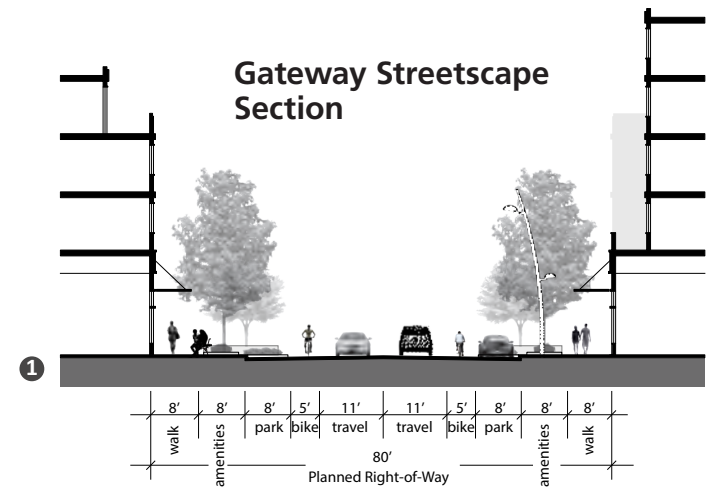
GATEWAY – IRVING STREET

Irving Street is an established civic corridor in South Westminster, with multiple public destinations located just north of the Station Area, such as the Irving Street Library and Park, the MAC, and the Swim and Fitness Center. This civic identity will extend into the Station Area, establishing Irving Street as a primary visual gateway and civic presence. The design of the street and its elements will reinforce its civic identity and create a sense of arrival and place, with enhanced landscaping, public art and distinctive signage. Enhanced landscaping, along with buildings lining the street will also help frame the view south from 72nd Avenue to the station and Westminster Station Park.

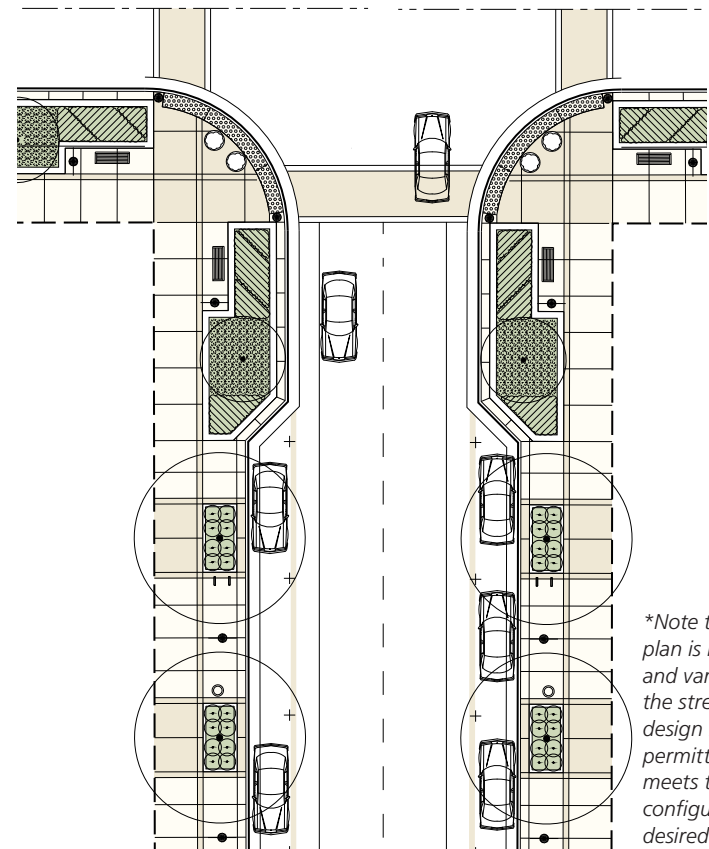
The street will be a multimodal collector street, with two vehicle travel lanes, bicycle lanes, on-street parallel parking and wide pedestrian walks. **Diagram 1** on the right illustrates the street design in plan and section.

- Coordinate the streetscape design with that of the proposed Irving Street Streetscape Plan for the length between 72nd and 76th avenues. Use of similar design, wayfinding and/or landscape elements along the full length of the street will provide a cohesive experience and identity for the street.

- Provide travel lanes, bicycle lanes and on-street parallel parking on both sides of the street.
- Provide one planted curb bulb-out for approximately every three on-street parking spaces. Planting should include a street tree or other combination of landscape materials that adds color, height and presence to the planting areas.
- Provide an 8-foot wide pedestrian walk zone; and an 8-foot wide amenity zone with street furnishings and planting beds that parallel the street. Ensure that interruptions to the planting beds occur at regular intervals to allow for access to the pedestrian walk from on-street parking and mid-block crosswalks.
- Use lush, colorful plantings in planting beds to provide visual interest and identity for the street.
- Consider installing a gateway sign structure over Irving Street south of 72nd Avenue (see Chapter 5).
- Consider installing special signage to reinforce a civic presence on the street with signage and images of City activities and landmarks. (See chapter 5).
- Establish a public art scheme for the street that includes murals, special furnishings or sculpture installments. (See Chapter 5).



GATEWAY - IRVING STREET LOOKING NORTH



*8-foot parking includes 2-foot wide gutter

*Amenity area includes a 6 inch curb

PARKWAY – Westminster Station Drive

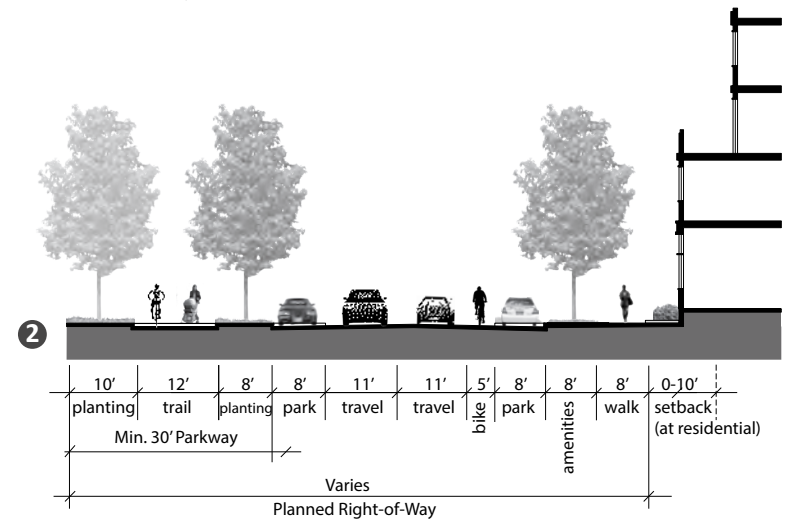
The parkway street design concept for Westminster Station Drive caters to multiple transportation modes. The North Station Plaza will act as the key visual focus of the street, enhanced by a double row of trees on the south side of the street leading up to and along the plaza. Signage and wayfinding elements will further establish the street as a gateway and identifying element of the Station Area. The western-most portion of the street, will include two travel lanes, on-street parallel parking, and a wide landscaped parkway with a shared pedestrian and bicycle trail along the rail corridor. A bike lane will also be present on the north side of the street. East of Irving Street, Westminster Station Drive will act as a collector street and a primary entrance for vehicles and bus traffic, and accommodate bicycle lanes. The typical width of the right-of-way will vary with the addition of turn lanes at intersections. **Diagrams 2 and 3** on the right illustrate the street design in section.

- Provide two travel lanes and on-street parallel parking west of Grove Street.
- Provide bike lanes along the length of the parkway.
- Provide a continuous double row of trees on the south side of the

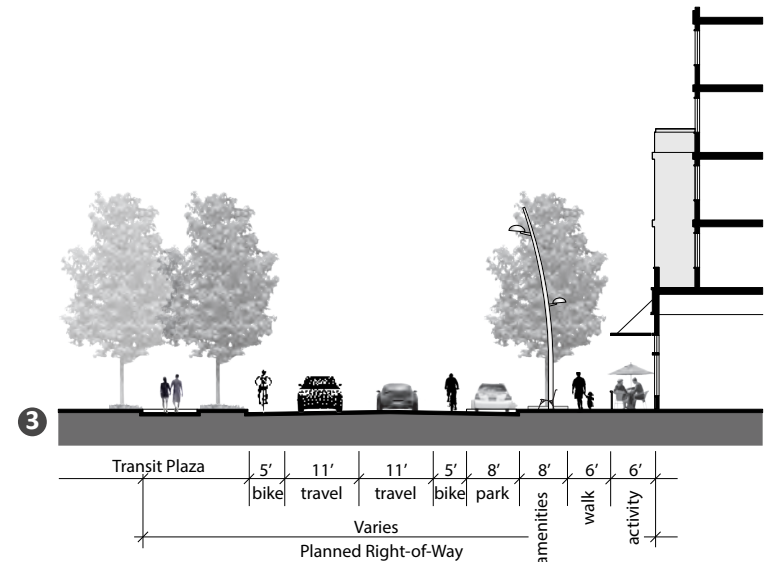
parkway.

- Design the pedestrian walk with respect to the land use context:
 - On the north side of the street, provide a 20-foot-wide pedestrian zone which will include enhanced amenities and space for outdoor activities between Irving Street and Federal Boulevard.
 - For all other portions, (on the north side) provide an 8-foot-wide pedestrian walk and 8-foot amenity zone with planting beds parallel to the street.
 - Along the rail corridor, provide a minimum 30-foot-wide landscaped parkway with an 8- to 12-foot-wide shared pedestrian and bicycle path and double row of trees.
- Install paving with enhanced visual character at crosswalks leading to the North Station Plaza. Install gateway features at Federal and Lowell Boulevards.
- Provide signage and wayfinding elements that create a visual node at the North Station Plaza.
- Design the pedestrian walk to interact with ground floor uses along the Parkway and create a 'seamless' continuation of pedestrian activity from applicable land uses. For example restaurants, brew pubs, etc.

Parkway Streetscape Section



PARKWAY - WESTMINSTER STATION DRIVE WEST OF IRVING STREET, LOOKING WEST



PARKWAY - WESTMINSTER STATION DRIVE AT TRANSIT PLAZA LOOKING WEST

*8-foot parking includes 2-foot wide gutter

*Amenity area includes a 6 inch curb

TRANSIT STREET

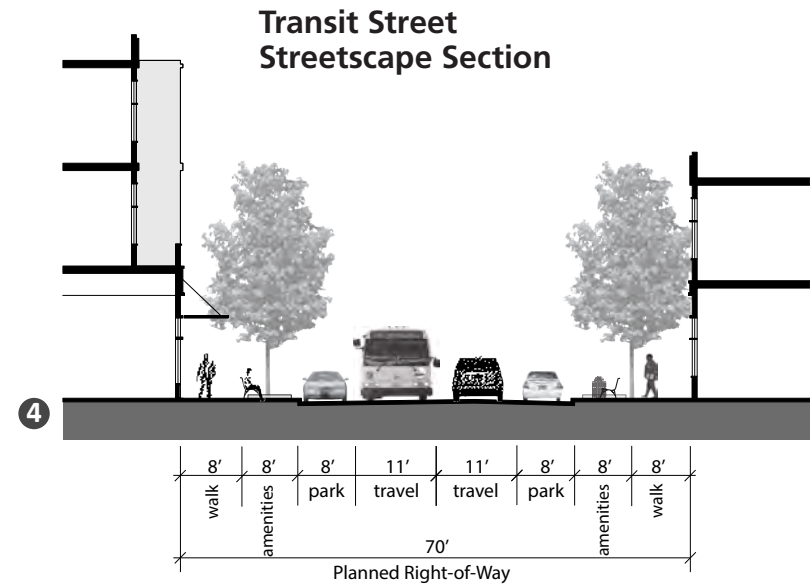
The transit streets in the Station Area are designed to accommodate a high level of vehicle and bus traffic into and out of the transit station and parking garage. Transit streets are Grove Streets south of 71st Avenue and 71st and 70th Avenues east of Irving Street. Traffic lanes are 11 feet in each direction along with parallel on-street parking lanes. Pedestrian circulation is emphasized through wide sidewalks with enhanced landscaping to provide a buffer between pedestrian and vehicle traffic. Signage and wayfinding elements will play an important role in orienting transit riders and visitors.

The right-of-way of transit streets will generally be 70 feet wide, except along 71st Avenue, which will include an additional vehicle/turning lane.

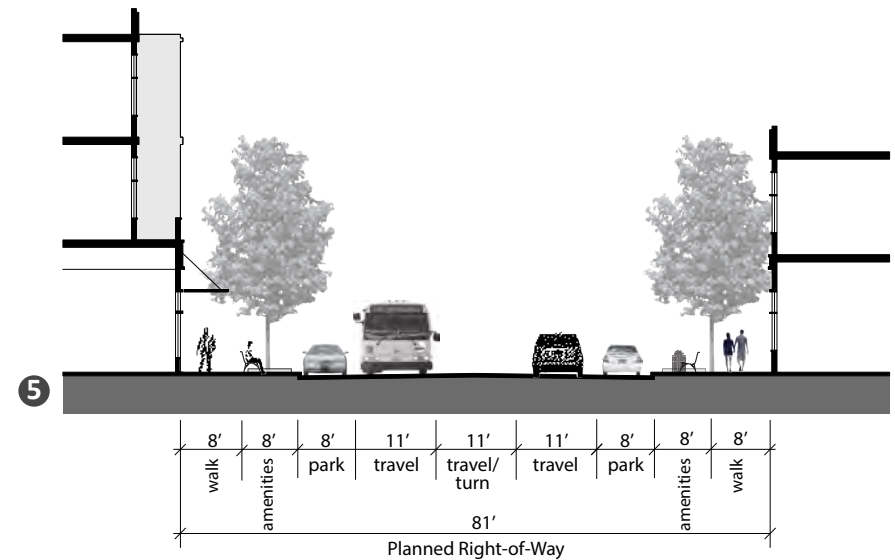
Diagrams 4 and 5 on the right illustrate the typical street design and the 71st Avenue variation in section.

- Provide three travel lanes, where necessary, at approaches to major intersections to accommodate high-volume vehicle and/or bus traffic - such as at 71st and 70th Avenues at Federal Boulevard.

- Ensure the streetscape provides ample landscaping and setback of pedestrian amenities.
- Provide an 8-foot pedestrian walk zone and an 8-foot amenity zone with planting beds parallel to the street as a buffer between pedestrian and vehicle circulation.
- Allow flexibility in lane configuration to accommodate turn lanes for buses and other transit vehicles.
- Minimize curb cuts along transit streets to maintain the flow of vehicle and pedestrian traffic and minimize conflicts between vehicles.



TRANSIT STREET - TYPICAL



TRANSIT STREET - 71st AVENUE (GROVE STREET TO FEDERAL BLVD.)

*8-foot parking includes 2-foot wide gutter

*Amenity area includes a 6 inch curb

LOCAL STREET

Local streets comprise the majority of streets within the Station Area. These streets emphasize a walkable, pedestrian environment with enhanced landscaping and ample pedestrian amenities. Where residential development occurs at the ground level, the building setback is 0-10 feet from the right-of-way (measured from building foundation), and sidewalks accommodate landscaped planting beds with intermittent pass-throughs.

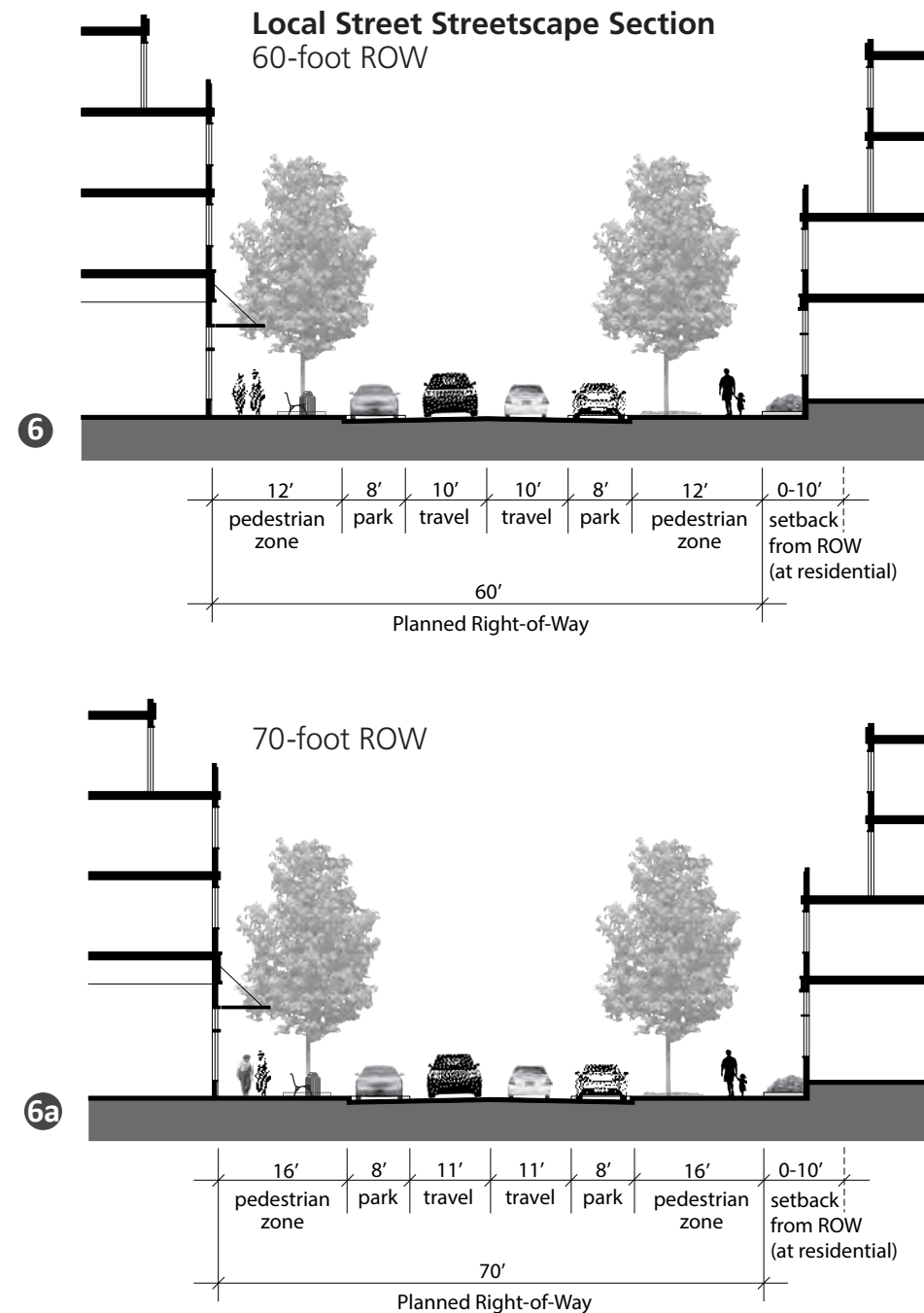
In locations where non-residential uses occupy the ground floor, buildings may be built up to the right-of-way, and a greater mix of hardscape is integrated into a pedestrian zone with raised landscaped planting beds.

Two right-of-way dimensions are provided for local streets: These are a **60-foot Right-of-Way** (with 10-foot travel lanes) and a **70-foot Right-of-Way** (with 11-foot travel lanes). Both local street sections have 8 foot on-street parallel parking in either direction. The pedestrian zones are 12-foot and 16-foot pedestrian zones respectively for the 60 and 70 foot ROWs. The

pedestrian zone include 6 or 8 foot walks and combined amenity areas.

Diagrams 6 and **6a** on the right illustrate the local streets in section.

- Provide two travel lanes and on-street parallel parking on both sides of the street.
- Provide 12 or 16 foot-wide pedestrian zones:
 - Along commercial and mixed-use development, provide planting beds for street trees and ornamental planting.
 - Along residential development, provide separated sidewalks planting beds and areas for tree lawn. Ensure accessibility from on-street parking with 4-foot-wide paved pass-throughs at regular intervals.
- Accentuate street intersections with enhanced landscaped planting beds and curb bulb-outs at the street corner.



*8-foot parking includes 2-foot wide gutter

*Pedestrian Zone includes a 6 inch curb

*Pedestrian Zone includes 6–8 foot walks and combined Amenity area.

NEIGHBORHOOD STREET

Neighborhood streets are located sporadically within the Station Area. These streets act as connectors from larger roadway classifications and emphasize a walkable, pedestrian environment with ample pedestrian amenities. Where residential development occurs at the ground level, the building setback is 0-10 feet from the right-of-way (measured from building foundation), and sidewalks could accommodate a continuous linear landscaped planting bed (lawn) with intermittent pass-throughs.

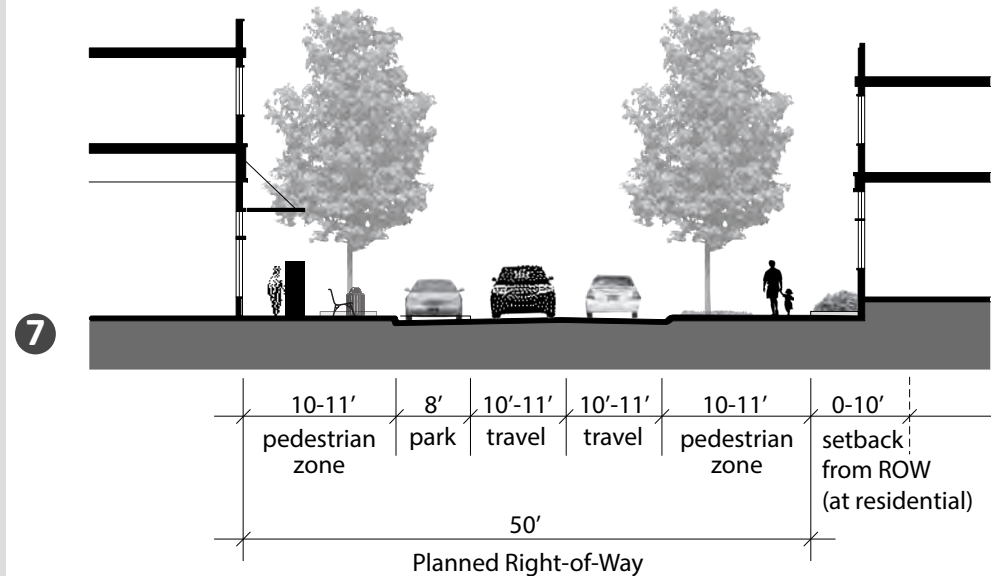
In locations where non-residential uses occupy the ground floor, buildings may be built up to the right-of-way, and a greater mix of hardscape is integrated into a pedestrian walk space with raised landscaped planting beds.

The typical right-of-way dimension of local streets will be 50 feet which will include two 10-11 foot vehicle travel lanes, on-street parallel parking (on one side of the street), and a 10-11 foot pedestrian zone on both sides of the street.

Diagram 7 on the right illustrates the typical street design in section.

- Provide two 10-11 foot travel lanes on both sides of the street and on-street parallel parking on one side of the street.
- Provide 10-11 foot-wide pedestrian zones:
 - Along commercial and mixed-use development, provide planting beds for street trees and ornamental planting.
 - Along residential development, provide separated sidewalks with planting beds and tree area. Landscaping provided as planter boxes and tree grates, with accessibility from on-street parking with 4-foot-wide paved pass-throughs at regular intervals.
- Accentuate street intersections with enhanced landscaped planting beds and curb bulb-outs at the street corner.

Neighborhood Street Streetscape Section



*8-foot parking includes 2-foot wide gutter

*Pedestrian Zone includes a 6 inch curb

ALLEY OR MID-BLOCK CONNECTION

Two types of Alleys are provided in this Specific Plan. These are Commercial Alleys and a Green Alley.

Commercial Alley (Typical)

For circulation purposes, Commercial Alleys act as both mid-block crossings and secondary access routes. In the Specific Plan, Commercial Alleys also provide the ability for a building to further interact with the pedestrian.

Once seen as utilitarian, back-of-house refuse collectors, alleys are now being celebrated as alternative public gathering spaces (through outdoor dining and seating), and opportunities for public art or music. The Commercial Alley will have a 30 foot right-of-way built of a curbless environment with trench drainage or a central collection channel. Buildings are encouraged to be built to the property line (with a maximum setback of 5 feet) and windows or secondary building entrances will be encouraged, as will pedestrian level or downcast lighting to ensure additional security.

Landscaping can be creatively included through raised planters, wall hangers, or other creative landscaping solutions (reviewed during the Official Development Plan). No building projections

(patios, signs, awnings, door swings, etc.) may extend into the right-of-way.

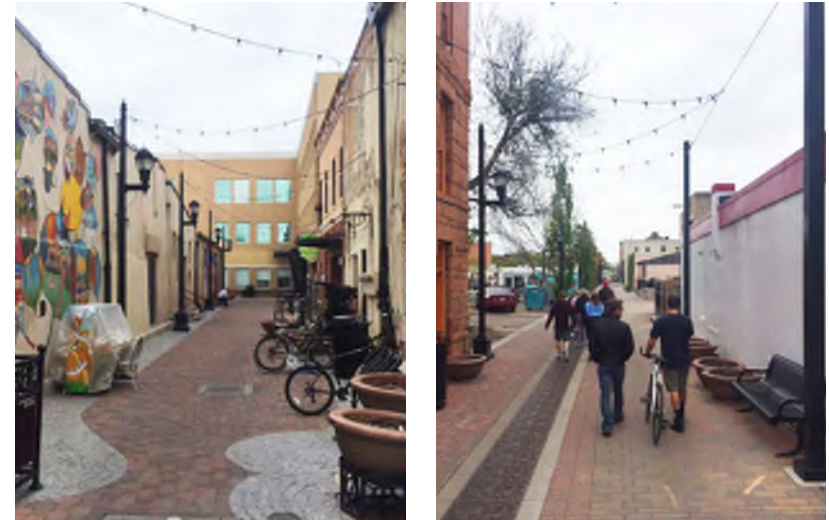
Green Alley

Green Alleys are a curbless environment which use sustainable materials and effective drainage to create an inviting public space for people to walk and interact. The standard right-of-way for a green alley is 30 feet and will use colored concrete, with varied patterns or designs, to create an inviting environment.

Pedestrian level or downcast lighting will be installed to provide safety for the user. Buildings will be encouraged to build to the property line (with a maximum setback of 10 feet) and will be encouraged to have windows and patios open towards the alleys to provide “eyes on the street.” No building projections (patios, signs, awnings, door swings, etc.) may extend into the right-of-way.

Drainage will be provided through trench drains or a central channel, and landscaping will be provided through raised planters or tree beds. Fences above 3 feet in height are not allowed.

Commercial Alley



Examples of Commercial Alleys in Fort Collins, CO showing pedestrian furnishings, drainage, public art and lighting.

Green Alley



An example of a Green Alley in San Francisco, CA. It is known as the Linden Living Alley Project. The alley allows for landscaping, public art, pedestrian activity and vehicular access.

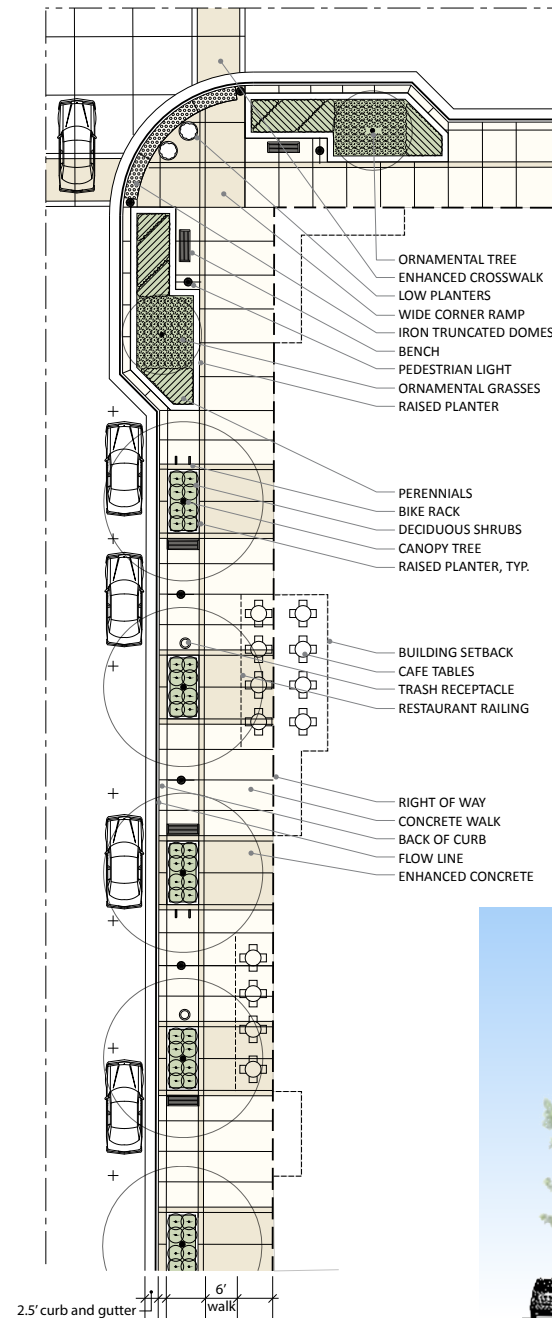
PEDESTRIAN-ORIENTED STREET FRONTAGE

Pedestrian-Oriented Street Frontage supports an active, “Main Street” environment at the ground floor where shops, cafés and restaurants relate to, and extend out into the sidewalk. This ground floor pedestrian activity will be focused along Westminster Station Drive north of the North Station Plaza and along Hooker Street, south of 71st Avenue.

Streets designated with Pedestrian-Oriented Street Frontage will maintain an active building-to-street relationship with wider sidewalks and streetscape design that support pedestrian movement, access and visual interest. Landscape elements along the sidewalk will primarily include raised planters and street trees in small planting areas. Visibility at the street level will also be emphasized to best highlight views to ground floor uses as well as to key destinations like the transit plaza and new open spaces. The diagram to the right demonstrates the desired building-to-street relationship for Pedestrian-Oriented Street Frontages.

- Provide a 20-foot-wide pedestrian zone to accommodate a range of active outdoor activities and amenities. The pedestrian area should include three clearly-defined zones:

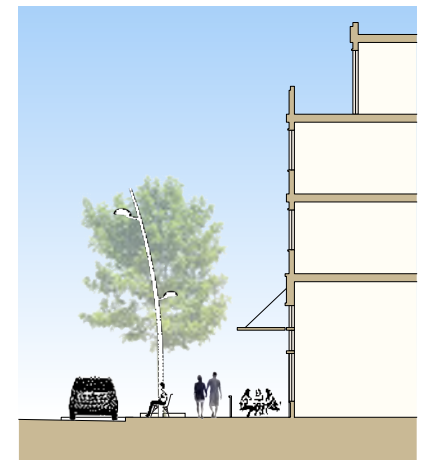
- **Landscape and amenity zone**, which occupies the area of the sidewalk closest to the curb—approximately 6 to 8 feet measured from back-of-curb. This zone includes an 18-inch step-out area to accommodate street parking; landscape elements like raised planters, street lights, street signs and wayfinding elements; and street furniture like benches, trash bins and bicycle parking.
 - **Pedestrian circulation zone**, which occupies 6 to 8 feet of clear, unobstructed area for pedestrian circulation. This pedestrian circulation zone will vary between 6 to 8 feet to accommodate a wider area for outdoor dining.
 - **Entry and activity zone** of 4 to 6 feet from the building façade with canopies or awnings above, displays and plazas, and outdoor dining areas.
- Encourage additional building setbacks to accommodate larger outdoor dining areas for restaurants, cafés and other similar food-serving uses on the ground floor.
 - Encourage shading of pedestrian walks with trees, awnings, canopies and building overhangs.



**Note that this plan is illustrative, and variations in the streetscape design may be permitted if it meets the basic configuration desired.*

Pedestrian Oriented Street Frontage

- Provide ample seating areas, pedestrian furnishings and public art to enhance the pedestrian environment.
- Line the sidewalk with on-street parallel parking.



SPECIAL STREETS

The following streets are existing streets in the vicinity of the Station Area that will take on a new identity and contribute to the success of the circulation network. Some of these streets will see improvements or changes in the short term while others will be improved in the future.

Lowell Boulevard

Lowell Boulevard serves as the western boundary of the Station Area. It is a minor north-south arterial in the City and will provide direct access to the Station Area. Access to Creekside Drive and parking, south of Westminster Station Park, will also be gained from Lowell Boulevard. In the long term, the western leg of Westminster Station Drive will connect to Lowell Boulevard, providing direct access to the core of the development. Lowell Boulevard also serves as a connection to the Harris Park neighborhood. Lowell Boulevard will also have shared (sharrow) and dedicated bike lanes per the City's 2030 Bike Master Plan, from 68th Avenue to 104th Avenue, providing multimodal access to the Station Area.

72nd Avenue

72nd Avenue is an arterial in the City that runs east-west and serves as the northern boundary of the Station Area. The treatment of this Street and its streetscape will be very important to the long-term success of the Station Area as it serves as the northern gateway. Intersection improvements are planned on the Street at the intersections of Lowell Boulevard, Irving Street and Hooker Street.

Federal Boulevard

Federal Boulevard provides the major north-south local and regional vehicular access to the Station Area. The Boulevard also provides views to most of the Station Area and Westminster Station Park from the elevated bridge across the BNSF Railroad and Little Dry Creek. Most of the vehicular access to the Station Area including bus access will be fed from Federal Boulevard. The Boulevard is being widened at the intersection of Westminster Station Drive to accommodate increased traffic volumes. The Boulevard has most of the traffic of the 3 major streets bounding the Station Area.

Hooker Street

Hooker Street has primarily served as a local street within the Station Area providing access to industrial, commercial and residential buildings. The street had previously terminated a little over a 100 feet south of 71st Avenue. Hooker Street has been re-purposed to play an important role in the new development. In the short term, Hooker Street will be extended south to intersect with Westminster Station Drive. The street will also provide one of the primary accesses to the Westminster Station Garage.

Grove Street

Grove Street exists as a short north-south street section (south of 71st Place and north of 71st Avenue) that provides access to residential and commercial uses in the Station Area. It is connected to Craft Way which is aligned east-west and terminates at 71st Avenue. Similar to Hooker Street, Grove Street will be extended all the way south to connect to Westminster Station Drive. Grove Street will be a major transit street and will have bus bays along it for RTD bus transfers. Grove Street will also provide primary access to the parking garage.

Craft Way

Craft Way exists as a short east-west street section (east of Hooker Street and west of Grove Street) that provides access to residential uses in the Station Area. Craft Way becomes Grove Street as it turns north-south. Craft Way is expected to be extended east to intersect with Federal Boulevard at full build-out of the Station Area to create additional east-west connectivity.

TRANSPORTATION IMPROVEMENTS

The implementation of the capital improvements proposed in this Specific Plan depends on the timing and location of development. Phasing of transportation improvements will be prioritized to ensure viability of the transit station and activities, and the activity and vibrancy of the station core. However, the majority of new streets, extensions and streetscape improvements will be completed as development occurs. Thus, the improvements will be implemented in phases based on their priority, as well as, where development occurs first.

Key transportation improvements in the first phase of development (mid to late 2016) are illustrated in Figure 3-5.



Figure 3-5:

Phase 1 (2016) Facilities Plan

- Station Platform
- Phase I FasTracks
- - - Phase II FasTracks
- Blocks
- Existing Buildings
- Westminister Station Area
- Traffic Signal
- Roadway improvements and facilities
 - 1. Bus Transfer Facility
 - 2. Surface Parking

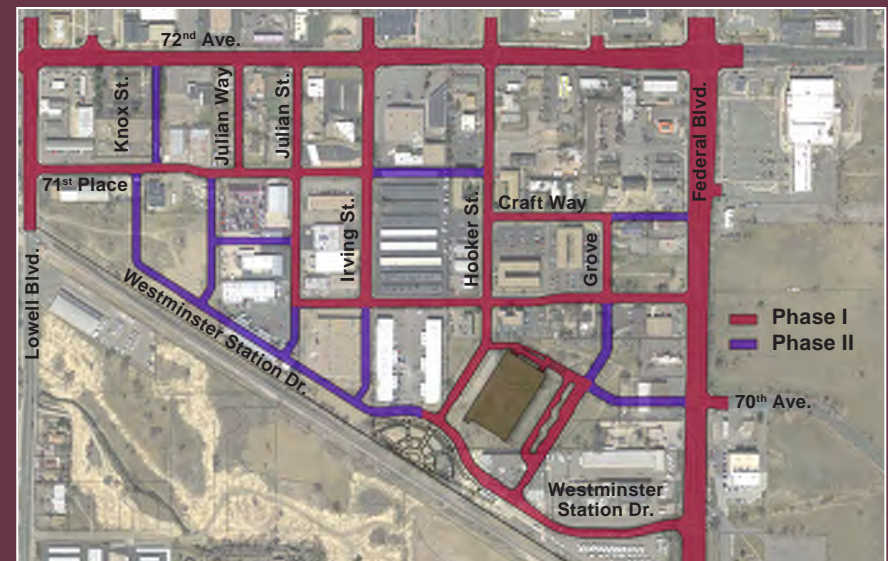


PHASE I – 2016

- **Westminster Station and Transit Plaza:** The station platform, pedestrian underpass and transit plaza spaces were opened on July 25, 2016.
- **Parking Garage and Bus Transfer Facility:** The first phase of the parking garage has been built, accommodating about 620 parking spaces. The bus transfer facility has also been constructed along Grove Street.
- **Hooker Street:** The street has been extended south from 71st Avenue to provide access to the parking garage and connect to Westminster Station Drive.
- **Westminster Station Drive:** A new east-west street connection from Federal Boulevard now provides access to the Station parking garage and bus transfer facility. In the first phase, the street will extend west around the North Station Plaza to Hooker Street. As later development occurs the full extent of the street will be constructed westward to join Lowell Boulevard.
- **Creekside Drive:** Creekside Drive will be constructed to connect Lowell Boulevard via the existing 69th Place alignment at Lowell Boulevard. Creekside Drive will have additional parking opportunities along it.
- **Grove Street:** Grove Street will be built northward from Westminster Station Drive, and run parallel to the east side of the parking garage.
- **70th Avenue:** A section of 70th Avenue will be built to connect Hooker Street to Grove Street north of the parking garage.
- **Federal Boulevard:** Federal Boulevard will be expanded and re-configured for the new Westminster Station Drive intersection. The bridge over Little Dry Creek will also be expanded.

PHASE II – BY PROJECT BUILD-OUT

- **Grove Street:** The southern extension of Grove Street will be completed in concert with development of adjacent and underlying parcels.
- **Westminster Station Drive:** The remaining portion of the street west of Hooker Street will be constructed to connect to Lowell Boulevard as development occurs on adjacent parcels.
- **Irving Street:** Irving Street will be extended to provide a continuous connection from 72nd Avenue to the North Station Plaza.
- **70th Avenue:** This street will be continued on the west side of Federal Boulevard to connect with Grove Street. It will serve as a transit street as well.



Existing and proposed roadways in the Station Area. Not all of the roadways shown in this graphic are listed above.

PHASE II – BY PROJECT BUILD-OUT (Cont'd)

- **Craft Way:** Craft Way will be extended east to connect to Federal Boulevard. This will provide additional connectivity into the Station Area from Federal Boulevard.
- **72nd Avenue Crosswalks at Irving Street, Hooker Street, and Lowell Boulevard:** Crosswalks at these intersections will be improved with special paving or painting. Crossing time will also be re-evaluated to accommodate adequate time for all user groups.

Additional intersection and streetscape improvements along 72nd Avenue, Federal Boulevard and Lowell Boulevard are planned and will be completed as development occurs.



Roadwork on City of Westminster streets

MULTIMODAL CIRCULATION GOALS AND POLICIES

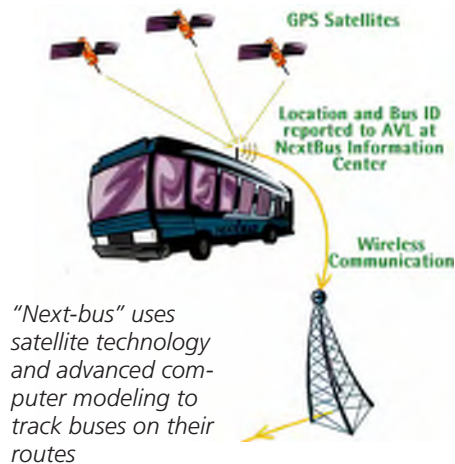
GOALS

- SP-G-6** Provide high quality, accessible and highly-visible transit facilities in the Station Area.
- SP-G-7** Provide pedestrian and bicycle amenities throughout the Station Area to foster alternative transportation options and use of transit.
- SP-G-8** Provide well-defined pedestrian and bicycle connections between key destinations in the Station Area, including mixed use neighborhoods, restaurants and shopping, open spaces and regional trails, and the transit plaza.
- SP-G-9** Establish a circulation network that maximizes access and connectivity for all modes of transportation.
- SP-G-10** Develop a streetscape scheme that establishes a distinctive identity for the Station Area and reflects a hierarchy of circulation.

POLICIES

Transit

- SP-P-18** Facilitate pedestrian and bicycle access to the transit station from surrounding development. This should include signalized or well-defined crossings with special paving and/or striping, bicycle lanes and parking, signage and well-marked, unobstructed pathways from bus and car drop-off areas.
- SP-P-19** Coordinate with RTD to establish transit frequencies that serve the Station Area population and encourage ridership.
- SP-P-20** Employ technologies such as “next-bus” real-time system information, as well as route maps to increase user convenience at the transit station and bus transfer facility.
- SP-P-21** Provide shelters and associated pedestrian amenities (seating, lighting, trash receptacles, signage, and enhanced landscaping) at the bus transfer area and other bus stops in the Station Area to enhance visibility to transit and provide weather-protected waiting areas.



Pedestrian connections through large blocks and developments will increase options for circulation within the Station Area.



Pedestrian crossings should be highly visible with striping or changes in material.

POLICIES

Pedestrian and Bicycle Circulation

- SP-P-22** Facilitate connections from adjacent neighborhoods and development to the transit station with enhanced wayfinding and pedestrian and bicycle facilities.
- SP-P-23** Provide mid-block pedestrian connections where extension of the street grid is not feasible.
- SP-P-24** Ensure that the existing and new signalized crossings accessing the Station Area have high-visibility crosswalk paving or striping and adequate time for crossing of persons of all ages and physical ability, particularly at the following intersections: Lowell Boulevard and 72nd Avenue, Hooker Street and 72nd Avenue, Federal Boulevard and Westminster Station Drive, and Federal Boulevard and 71st Avenue.

- SP-P-25** Provide and dedicate off-street pedestrian connections through the Station Area, as shown in Figure 3-1.
- SP-P-26** Provide connections to the regional trail system with pedestrian facilities on both sides of the rail corridor. New facilities should include a trail within the planned open space and drainage corridor along the north side of the rail corridor. This trail should eventually connect from Lowell Boulevard to Federal Boulevard.
- SP-P-27** Locate a pedestrian underpass beneath Federal Boulevard between the rail corridor and Westminster Station Drive to facilitate connectivity between the Station Area and planned developments east of Federal Boulevard.
- SP-P-28** Design the extension to Irving Street south to Westminster Station Drive to accommodate bicycle lanes.
- SP-P-29** Design Westminster Station Drive between Federal Boulevard and Lowell Boulevard to accommodate bicycle lanes.
- SP-P-30** Provide secure bicycle racks (and storage lockers if feasible) at the transit station, plazas and parking structure. Bicycle racks at the station should be located adjacent to bicycle routes and bus transit drop-off areas. Design must be approved by Public Safety and PR&L.
- SP-P-31** Ensure that bicycle racks are designed to be consistent with the recommendations of the Westminster Bicycle Master Plan as well as any applicable streetscape or public art master plans developed for the Station Area.
- SP-P-32** Encourage bike-supportive uses and amenities near the station, including bike rental (such as *Zagster*) and repair facilities.
- SP-P-33** Ensure that private developments provide and accommodate direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property. All development applications should show connections to pedestrian routes and connections on all adjoining properties.
- SP-P-34** Encourage offices to have showers and other Transportation Demand Management (TDM) measures and related amenities (such as eco passes, van pooling, etc) to encourage multimodal activity.



Bicycle racks should be located throughout the Station Area. Unique design may help reinforce and create neighborhood and district identity. (These should be vetted against the standards set by the Parks, Recreation and Libraries Department of the City). Secure and sheltered bicycle parking will help reinforce and support commuter bicyclists to the train station and the Station Area as a whole.



Pedestrian and bicycle connections in the Station Area and Little Dry Creek Park should connect to the larger regional trail system. Pictured above is the Big Dry Creek Trail



Well-marked bicycle lanes as shown above will reduce vehicle/bicycle conflicts and enhance bicycle connectivity to the station and throughout the Station Area.

POLICIES

Street Network

- SP-P-35** Ensure that all streets are public including alleys and designated pedestrian connections and pathways.
- SP-P-36** Utilize alleys to serve as functional space for utilities, loading and garage access.
- SP-P-37** Design street sections so that they accommodate the pedestrian-oriented character of the Station Area as well as other modes of traffic.
- SP-P-38** Design street sections to minimize high speed through traffic and employ traffic calming measures to reduce the perceived width of the street, including ample street trees and landscaping, narrower vehicle lane widths (11 feet or less) and curb bulb-outs.
- SP-P-39** Integrate new development into the surrounding built fabric through extensions of the street grid, bicycle lanes and pedestrian pathways or trails.

POLICIES

Transportation Improvements

- SP-P-40** Ensure that transportation improvements are implemented concurrent with or prior to new development to ensure viability of transit and access from surrounding areas.
- SP-P-41** Undertake the following transportation improvements by the end of 2016 (Phase I), concurrent with completion and operation of Westminster Station and consistent with Figure 3-5:
 - North and south transit plaza areas;
 - At minimum, a 500-space parking structure;
 - Bus transfer facility;
 - Westminster Station Drive: Federal Boulevard to Hooker Street;
 - Grove Street north of Westminster Station Drive;
 - Hooker Street extension from 71st Avenue south to Westminster Station Drive;
 - Pedestrian sidewalk connection from the bus transfer facility and parking garage to the transit plaza.



Pedestrian connections through development blocks promote connectivity, encourage walking, and the active use of alleys and sides of buildings.



A successful public realm is a culmination of good synergy between street networks, transportation systems and land uses.



- SP-P-42** Ensure that new infrastructure installed in the Station Area, including traffic signals and street lights, are energy efficient. LED technology or low energy traffic signals are encouraged.
- SP-P-43** Utilize recycled content in development in the Station Area whenever feasible or possible.

MULTIMODAL CIRCULATION STANDARDS

- SP-S-6** Require pedestrian crossings to be safe and well-defined throughout the Station Area:
- Utilize striping, special paint or artwork, color, striping or changes in material to delineate crossings; and
 - Minimize street crossing distances by pedestrians by using curb bulb-outs.
- SP-S-7** Require that routes are compliant with the Americans with Disabilities Act (ADA) requirements and meet the needs of the disabled or physically challenged.
- SP-S-8** Require that all development applications reinforce an interconnected street pattern that:
- Provides block dimensions consistent with the standards in this Specific Plan and
 - Demonstrates how streets and alleys will connect with existing or future streets on all adjoining properties.
- SP-S-9** Require new development to dedicate land (or reimburse city), and fund new public streets and extensions and/or widening of existing streets. Proposed new street alignments are shown on Figure 2-3.

3.5 STREETSCAPE DESIGN ELEMENTS

While the street typologies discussed earlier lay out the dimensional and functional requirements for the Station Area's streets, this section (Streetscape Design Elements) suggest a series of material, street furniture, and palettes that inform the street design. This section promotes a design unity that supports the Station Area identity while allowing for options and variety responsive to location-specific needs.

Palettes and design presented in this section provide **an overall design intent and may be used, added to, or modified based on City direction**. The streetscape design elements place a particular emphasis on elements that will enhance the pedestrian's and cyclist's experience in the Station Area.

This section covers guidelines for the following streetscape design elements:

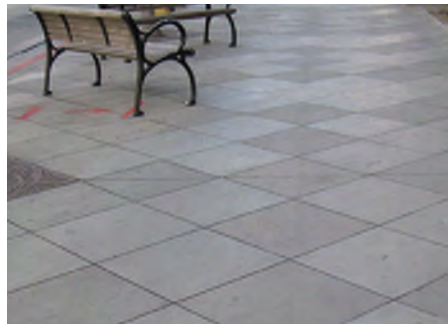
- Paving
- Street Furniture
- Street lighting
- Sidewalk Amenity Area Guidelines
- Outdoor Dining
- Parkway and Landscape planters

PAVING

The photos below show examples of paving types and patterns that are recommended for the Station Area.

Private Development

Where required by the street typology standards in Section 3.4, paved areas in front setbacks should be consistent with this section.



Poured, Scored Concrete: Natural gray concrete with saw-cut score lines. For general walk areas.



Decorative Concrete Crosswalk: Aggregate, color, and saw-cut lines create a durable decorative crosswalk. (Ensure that aggregate is flush if installed)



Enhanced Concrete: Colored, scored or brushed concrete for accent areas and edges



Permeable Pavers Option 2: Pavers set in herringbone pattern



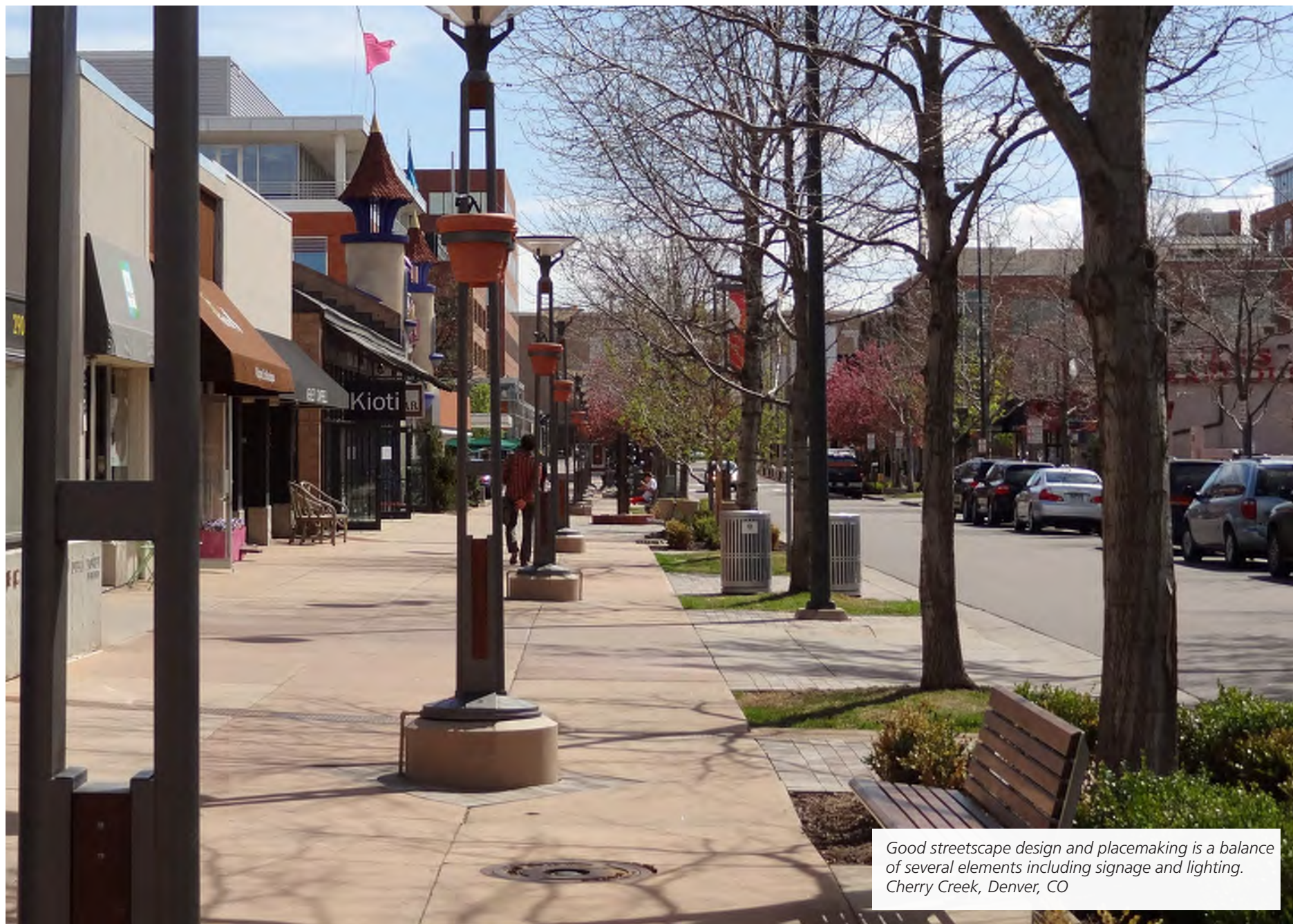
Permeable Pavers Option 1: 8 x 8 square pavers



Decomposed Granite: Decomposed granite area enclosed by concrete. (Use only for landscaped areas)

PAVING GUIDELINES

- SP-GL-1** For decorative crosswalks with aggregate, (if used) ensure that aggregate is flush to prevent the destruction of the material during snow plowing.
- SP-GL-2** Where decomposed granite is used, ensure that it is in a natural or landscaped area since it cannot be snow-plowed.
- SP-GL-3** Utilize eco-friendly and sustainable materials and paving technologies including pervious paving, grasscrete etc., where possible.
- SP-GL-4** Use pavers to enhance corner nodes, to improve visibility and to highlight important intersections e.g. Westminster Station Drive and Federal Boulevard.



*Good streetscape design and placemaking is a balance of several elements including signage and lighting.
Cherry Creek, Denver, CO*

STREET FURNITURE

Street furniture: seating, waste receptacles, lighting, bike racks, bollards, and similar devices, significantly enhance the usability of the public realm. A consistent theme of materials and design language in street furniture selections enhances the sense of identity throughout the Station Area. The palette presented in this section **shows the approved furniture for the first phase of development in the Station Area.** Street furniture provided with development should generally adhere to the aesthetic shown. These are based on a clean modern aesthetic with a high degree of functionality that maintains a respect for the human scale. The City may approve additional items/elements that complement this selection and expand the palette.

Private Development

Private development should follow the guidance and design intent provided in this section, in particular where furniture is placed within front setbacks and on on-site open space that is accessible from the public realm.

*Furniture as Public Art

The integration of public art into the street furniture is highly encouraged. A program of public art can be adopted to explore the inclusion of public art into street furnishings such as benches, bike racks etc. (**Note that this is not part of the developer public art requirement*).



Bench: Park Vue bench by Landscape Forms, (or approved equal), silver, with an option for a middle arm



Bike Rack Option: 'U' Bike rack by Madrax (or approved equal) in silver color



Trash and Recycling Receptacle: Chase Park receptacle by Landscape Forms, (or approved equal) in silver color, side opening

STREET FURNITURE GUIDELINES

- SP-GL-5** Include a middle arm on the benches wherever possible for additional resting convenience and also to help with ADA transfers; include skate stoppers; surface mount only.
- SP-GL-6** Have a waste receptacle option with an ashtray (comply with City smoking distance standards) and the capability to have a padlock added.
- SP-GL-7** Use one size for trash, trash with ash, and recycling. Side opening trash receptacle is preferred. Have recycling receptacles either in blue or by adding decals or plaques with recycling information.
- SP-GL-8** Bike racks must meet the recommendation of 30" between racks; and must be surface mounted.
- SP-GL-9** Select removable bollards where possible, as these are easier to maintain especially with snow removal and emergency access.



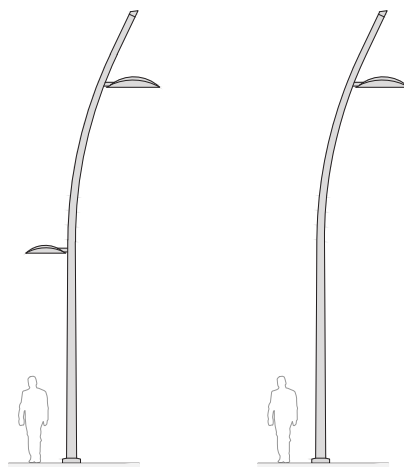
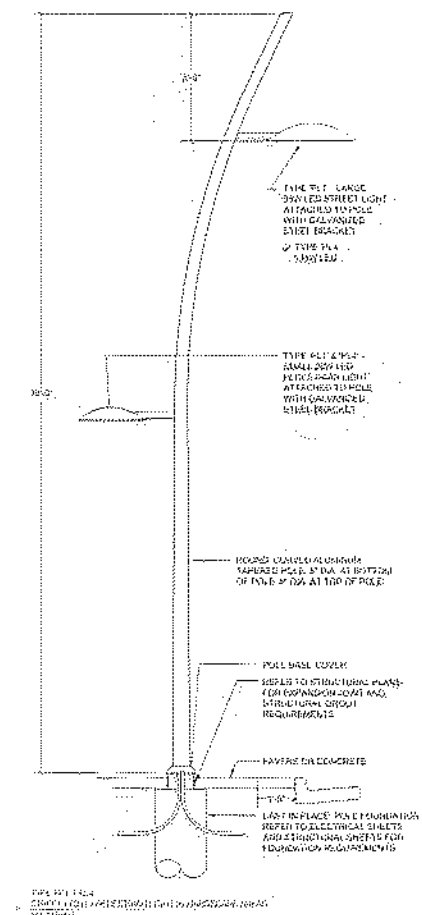
Bike Rack as Public Art: Street furnishings offer opportunities for inclusion of public art. Photo shows an example of bike racks as art in Nashville, Tennessee



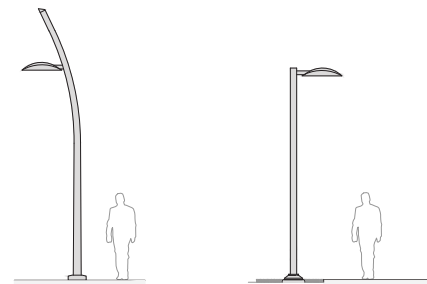
Bollard: Reliance Foundry's R-8464 stainless steel removable bollard (or approved equal). Lighted version shown

STREETLIGHT PALETTE

The streetlights presented in this section provide the **approved light fixtures for the first phase** of the Station Area development. The approved fixture is the *Philips Lumec Capella Series*. The City may approve additional or alternate items that complement and expand this selection. Street lighting luminance levels shall meet City standards.



Street Light Options: Curved or straight pole types available. Showing tandem street and pedestrian lighting option



Pedestrian Light Options: Curved or straight pole types available.



Street Light Sizes: Two different luminaire sizes are available: the CPLM and the CPLS models.



Tandem Street Light: Street lighting and pedestrian lighting in one



Street Light Pole: High-quality aluminum construction



Full cut-off: Full cut-off optics to protect the night sky

SIDEWALK AMENITY AREA

Sidewalk amenity areas are publicly accessible areas, typically located within the public right-of-way, that enhance the enjoyment of the public realm. Sidewalk amenity areas cater to both cyclists and pedestrians and provide features such as benches, bike racks, or locations for waste receptacles. Guidelines for amenity areas are as follows:



Seating Area: Benches and landscaping transform curb extensions into amenity zones along the sidewalk.



Bike Racks Area: Curb extensions can also accommodate bike racks and trash receptacles providing additional convenience to pedestrians and cyclists.



Seating and landscape Area: A bench is attached to a raised landscape planter. Cherry Creek, Denver.

SIDEWALK AMENITY GUIDELINES

- SP-GL-10** Seating areas are furnished areas that allow pedestrians to rest, casually interact with others, or enjoy their surroundings. Various seating areas with ample seating should be located throughout the Station Area.
- SP-GL-11** Seating areas should include one or more benches. Wherever possible, trash receptacles should be located in close proximity to or within seating areas.
- SP-GL-12** Seating areas should be located outside the clear walk zones either in line with landscape planters or in curb extension areas.
- SP-GL-13** Seating placed in line with landscape planters or tree wells should face the sidewalk; where multiple benches are provided, benches may face each other. Seating in curb extension areas should be separated from traffic lanes with a landscape planter or a raised barrier. Seats should face the sidewalk or other seats and be incorporated into raised planters. Generally seats should not face traffic or parking lanes.
- SP-GL-14** Bike rack areas are a point of transition from bicycle to pedestrian movement. Bike racks should provide a visible and therefore safe place for temporary bicycle parking.
- SP-GL-15** Bike rack areas as well as more secure bike parking areas should include a number of bike racks for safe attachments of bikes.
- SP-GL-16** Bike rack areas should be located in line with landscape planters or in curb extensions. Secure parking should be located in concert with other storage or parking services or areas, such as in a parking garage. Locations should be chosen convenient to various destinations within the Station Area.
- SP-GL-17** Bike racks should be positioned to provide maneuvering room and with sufficient clearance to traffic lanes, parked cars, and sidewalks. Wherever possible, bike racks should be placed perpendicular to the street to maximize bike storage space. Where less space is available, bike racks can be mounted at an angle or parallel to traffic lanes. Installation of bike racks should generally conform to the standards in the City's 2030 Bicycle Plan.
- SP-GL-18** Ensure there are well-placed trash receptacle areas reduce the amount of litter discarded in streets.
- SP-GL-19** Wherever possible both a general waste and a recycling bin should be provided.
- SP-GL-20** Locate of trash receptacles near intersections, seating areas, and areas with high volumes of foot traffic are preferable.
- SP-GL-21** Trash receptacle areas should be located convenient to pedestrian traffic just outside the main walk area and convenient for maintenance staff.

OUTDOOR DINING

Outdoor dining may be regulated by State and City licensing requirements and codes, depending on the type of beverages served and location. This section provides additional guidelines for outdoor dining areas located in public rights-of-way or in private

front setbacks. Applicable encroachment permits have to be obtained from the City on a case-by-case basis.

These guidelines supplement the provisions of the street typology standards discussed earlier in this Chapter.

OUTDOOR DINING GUIDELINES

SP-GL-22 Outdoor dining areas should be encouraged to allow patrons of restaurants, cafés, or similar establishments to enjoy the outdoor environment. The design of outdoor dining areas should support the overall vision for the Station Area. Open flames or heating devices should have the highest safety standards and be reviewed by the City of Westminster Fire Department.

SP-GL-23 The design materials and colors used for chairs, tables, lighting and other fixtures including umbrellas and awnings should be generally consistent both with the architectural style and colors used on the adjacent building facade.

SP-GL-24 Furniture should be of durable materials that withstand the effects of weathering. Powder-coated or vinyl-coated metal furniture is encouraged; the use of light-weight plastics and wood (other than teak, ipe wood or equivalent) are not permitted.

SP-GL-25 When provided, outdoor dining enclosures should complement the overall building and streetscape design. Enclosures should be designed as semi-permanent barriers and be removable, by the use of recessed sleeves and posts or by wheels which can be locked into place. Enclosures should be easy to clean and maintain. The maximum height of opaque enclosures shall be three foot six inches, measured from ground level. Connections or elements between dining area enclosures and overhead awnings or similar structures are not permitted.

SP-GL-26 Encourage the use of removable umbrellas in outdoor dining areas. Umbrellas should maintain a minimum clearance of seven feet above the adjacent ground level.



Sidewalk Dining at the Building Front: Outdoor dining area with high-quality enclosure. Larimer Square, Denver.



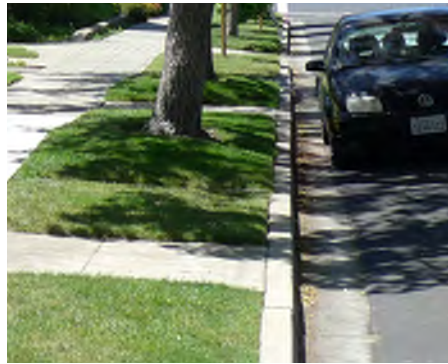
Sidewalk Cafe Seating: A small building-side outdoor seating area at a storefront café

PARKWAYS AND LANDSCAPE PLANTER PALETTE

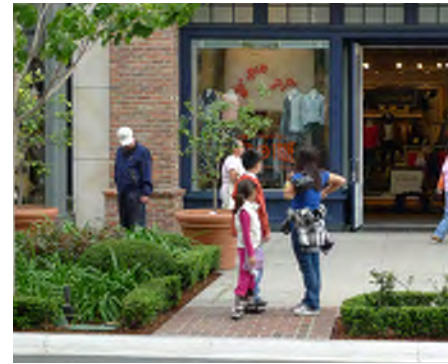
Plantings and street trees bring 'green' into the cityscape. This section identifies five types of landscape planters that are appropriate in the Station Area:

1. Parkway with turf or other ground cover
2. Flush landscape planter
3. Parkway with storm water infiltration
4. Landscape planter with raised curbs
5. Landscape planter with tree pit guards

Selection of an appropriate planter type for a particular streetscape/ street type and development will require coordination with the City's departments of Parks, Recreation and Libraries (PRL) and Community Development. The goal of the selection of the adequate planter type will be to balance aesthetics, function, tree health, tree maintenance, irrigation maintenance, and maintenance of the adjacent pedestrian walk. Refer to the street section design diagrams in Section 3.3 to determine appropriate locations for each planter type within the street typologies.



Parkway with Turf: A continuous parkway is planted with turf. Step-out strips and paved walks at regular intervals allow pedestrians to cross the parkway without stepping into the plantings.



Flush Landscape Planter: A landscape planter is set flush with the adjacent sidewalk. Grasses or low hedges visually bound the planter and protect the soils from pedestrian traffic.



Parkway with Infiltration: A parkway set flush with the sidewalk allows stormwater runoff to collect in the planter area and infiltrate into the ground. Appropriate landscape material must be selected and overflow outlets provided.



Tree Pit Guards and Raised Planters: Low, sturdy fence-like structures protect trees and surrounding plants from damage, soil compaction, and pets.



Planter with Raised Curbs: Planter beds contained within raised curbs



In-ground Planter with Paving Installed: In this image, the pervious paving has been installed above the pavement suspension system. The usable sidewalk area has increased significantly.

3.6 STREET TREE PLAN

Throughout the Station Area, street trees are envisioned to enhance the streetscapes. They will provide highly visible green in the public realm, typically separating the sidewalk from parking and drive lanes. In summer, trees provide shade, reduce the heat island effect, and aid in storm water mitigation through interception.

Generally, the street trees are selected for several features including higher canopies to provide visibility at the street level, ornamental or seasonal aesthetic value, or shade and density.

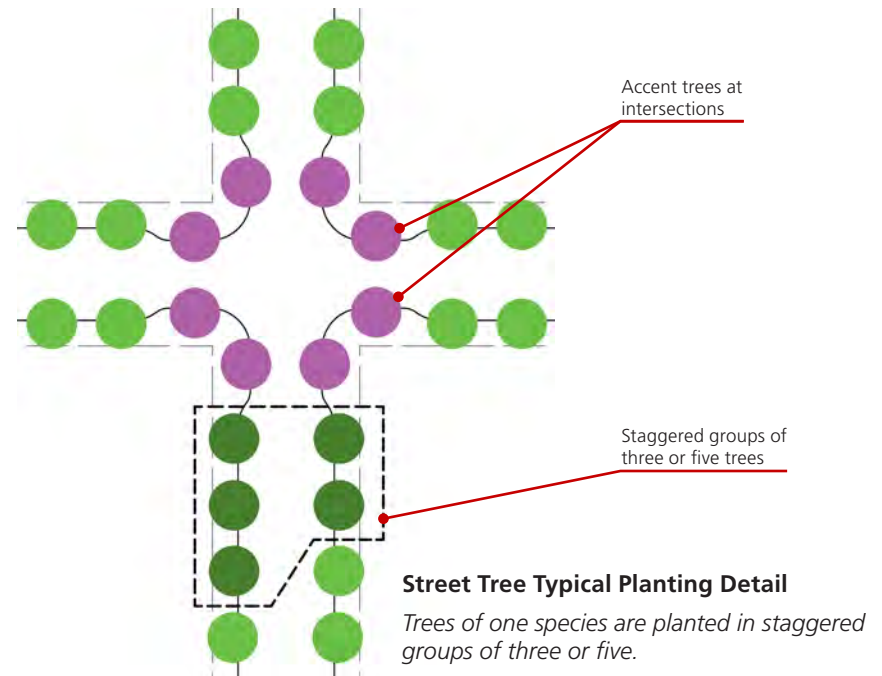
Special tree species will line the major streets of the Station Area (Westminster Station Drive, Irving Street, Hooker Street, Grove and 70th Avenue). The tree species will be chosen in concert with the importance of the street and the intended effect of the tree species on the particular street. Flowering accent trees will be located at street intersections and other important locations. Accent trees will be located in landscape planters situated in curb extensions at street intersections. Here, curb extensions provide additional space that can help buffer and protect the smaller accent trees from passing vehicular traffic.

Within the Station Area, street tree layout shall conform to Figure 3-6: Street Tree Plan or to an approved

streetscape plan that is consistent with the intent of this section.

STREET TREE TYPICAL PLANTING DETAIL

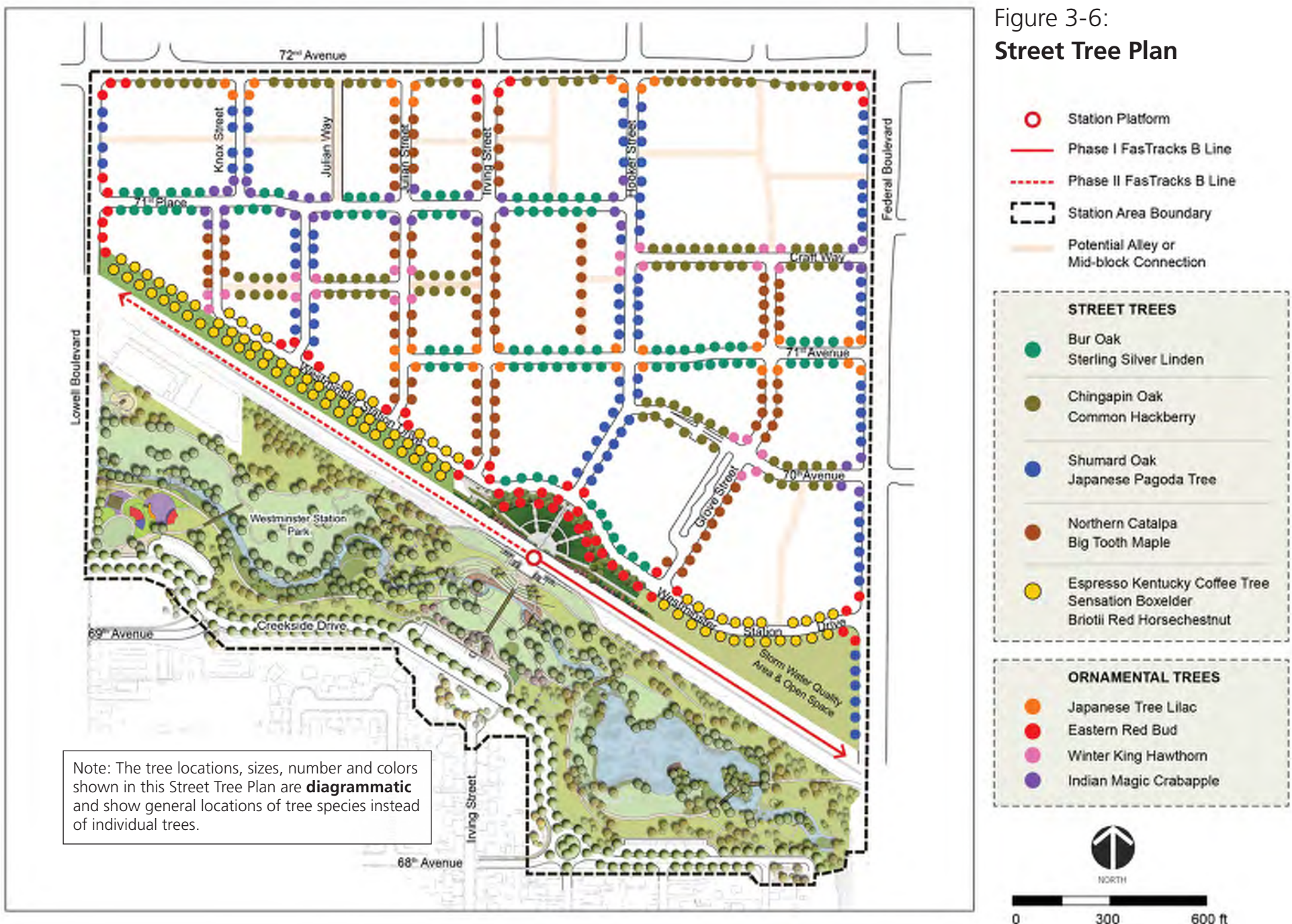
To promote variety along the streetscape, street trees shall be planted such that specimens of one tree species are clustered in groups of three or five trees and are staggered.



Street trees, when well selected, create interest and distinctive colors in the streetscape as seasons change.



Figure 3-6:
Street Tree Plan



STREET TREE PALETTE

The following tree species (or variations of these that have similar characteristics) are recommended for the Station Area:



Chigapin Oak
(Street Tree)



Common Hackberry
(Street Tree)



Bur Oak - *Quercus macrocarpa*
(Street Tree)



Shumard Oak *Quercus shumardii* (Street Tree)



Sterling Silver Linden (Street Tree)



Shumard Oak *Quercus shumardii* (Street Tree)



Espresso Kentucky Coffee Tree
(Street Tree)



Sensation Boxelder (Street Tree)



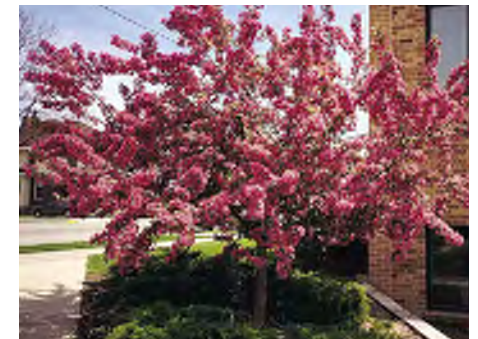
Japanese Lilac - *Syringa reticulata* 'Ivory silk' (Ornamental Tree)



Winter King Hawthorn
(Ornamental Tree)



Eastern Redbud - *Cercis canadensis* (Ornamental Tree)



Indian Magic Crabapple - *Malus* 'Indian Magic' (Ornamental Tree)

3.7 GATEWAYS AND VIEW CORRIDORS

Gateways and view corridors provide key visual cues within the public realm. They help define the entrances, boundaries and scale of a place using physical elements like signage, public art, trees and landscaping, lighting, and even buildings. These elements can be combined effectively in the public realm to create view corridors. Negative spaces (the spaces between buildings and structures) are as important as the buildings in the built environment for visual and physical connections, wayfinding and identity. The Specific Plan identifies three major gateways into the Station Area, all of which capitalize on views to the train station. Irving Street at 72nd Avenue will be a primary entrance into the Station Area. Public art, signage and landscaping will create a physical statement upon entering the district while streetscape elements like special street lights, street trees, banners and artwork will emphasize the view down the street to the train station.

Westminster Station Drive from the Federal Boulevard intersection will be emphasized with similar elements to create a physical gateway, with the view to the North Station Plaza and station framed by trees, lighting and the building street wall. A similar

gateway will be created at the intersection of Westminster Station Drive and Lowell Boulevard. In addition to these gateways and views to the station, views to the mountains and downtown Denver will be emphasized. The Station Area's relatively high elevation within the Denver metro area provides significant view opportunities to downtown Denver to the southeast and the mountains to the west. As shown in Figure 3-7, several view corridors are identified and will be emphasized by the street wall and building heights. It is desired that new development be sited to protect principal view corridors when possible.

PUBLIC ART

Public art is a key component of all development and public spaces within the City of Westminster. The Specific Plan offers a unique opportunity to create a public art scheme that helps provide identity and wayfinding and serves as an attraction for both the transit station and the surrounding neighborhood. A comprehensive Public Art Plan for public spaces within the Station Area should be pursued by the City as a key implementation measure of the Specific Plan. Chapter 5 of this Specific Plan discusses public art in more detail.

3.8 WAYFINDING AND IDENTITY

This Specific Plan provides conceptual cornerstones that should be developed into a full wayfinding and identity program in a future planning phase/effort.

The intent of a new wayfinding and environmental graphics system is to create a sense of place for the Station Area. It will provide a distinct identity and make it easy to navigate the Station Area. Beginning with arrival into the station area, wayfinding signs will direct those coming by vehicle to parking lots and garages that will be part of a Park-Once concept.¹ These lots and garages are primary transition points from the automobile to pedestrian movement. Similarly, arrivals from public transit or bicycle will be directed to destinations within the Station Area. In particular, wayfinding signs will focus on the new retail and activity centers along Westminster Station Drive, the south ends of Irving, Grove, and Hooker Streets and the North Station Plaza.

The wayfinding concept could also direct to other destinations such as

¹ Park-Once is a managed system of street signage, parking garage signage, and transit signage that allows visitors, residents and employees to park their car once and navigate a specific area or district on foot, by bike or by transit.

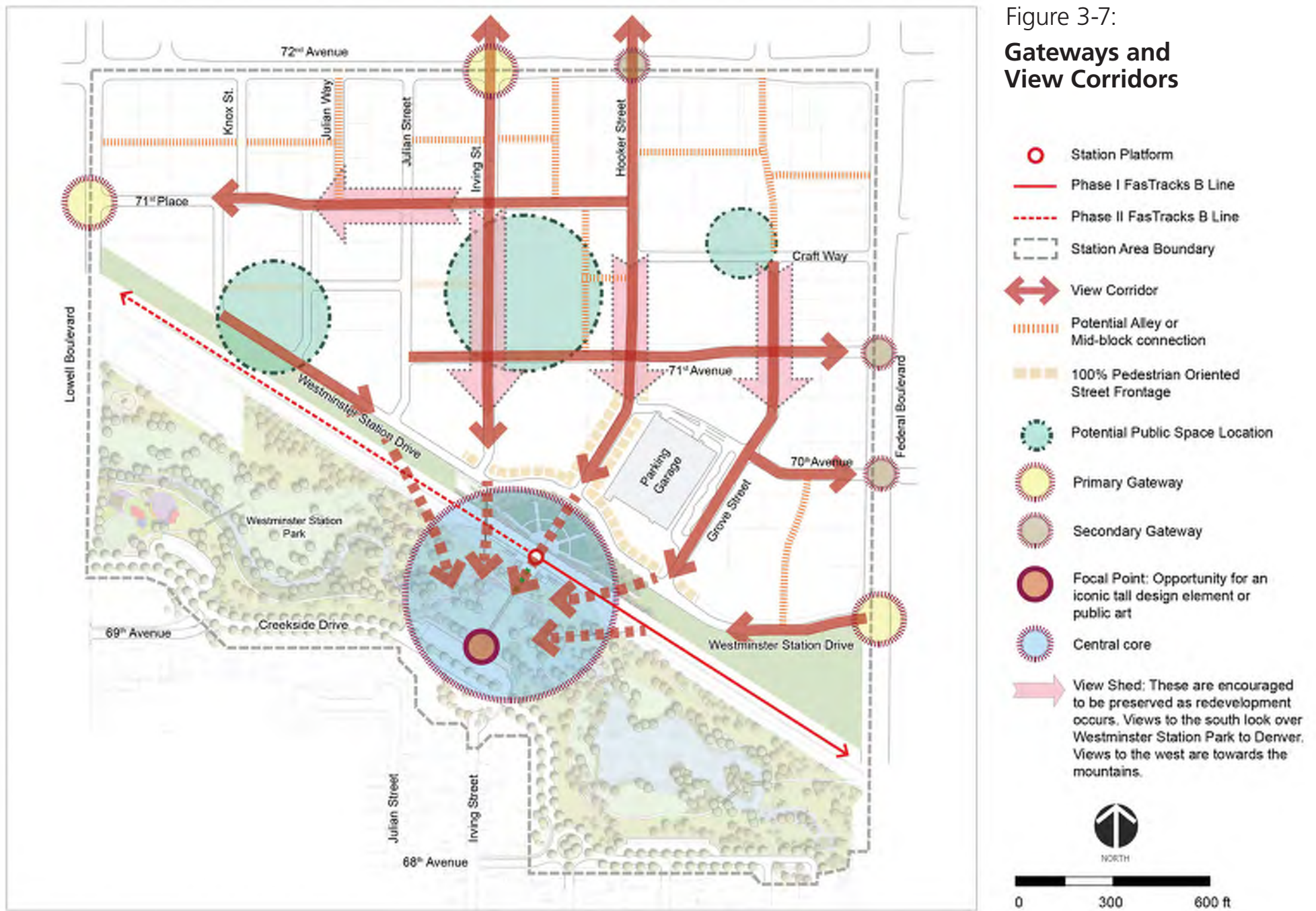
park, recreation and other amenity areas. Additionally, the wayfinding design and scheme for the Station Area should incorporate technology (Geographic Positioning Systems and Geographic Information Systems) with the use of phone applications, and social media.

The wayfinding concept should build upon the streetscape design elements in Section 3.5. Use of similar colors, materials, or design aesthetic between furnishings and wayfinding elements would provide a cohesive identity along major Station Area corridors. The wayfinding concept should be coordinated with the Regional Transportation District (RTD)'s existing Station Area and future transit facilities to ensure compatibility between the two programs. There should also be coordination with other City-wide and regional wayfinding programs, such as 36 Commuting Solutions Final Mile Study. All wayfinding efforts should be coordinated with City staff and the soon to be adopted wayfinding program.

STATION AREA GATEWAYS

Primary gateways to the Station Area have been identified as the intersection of Irving Street and 72nd Avenue on the north; Westminster

Figure 3-7:
**Gateways and
View Corridors**



Station Drive and Federal Boulevard on the east; and Lowell Boulevard and Westminster Station Drive on the west. These locations provide opportunities to shape the identity of the Station Area, and will set the tone for the overall experience. While signage, plantings, paving, and other similar features will help shape the gateway experience, the buildings framing these entry points will make significant statements regarding the character of the Station Area, exemplifying the urban, mixed-use, and space-framing characteristics identified in the Specific Plan vision.

Secondary gateways are similar to primary gateways with the ability to shape the Station Area identity, but will do so to a lesser extent. Secondary gateways identified are the intersection of 71st Avenue and Federal Boulevard, 70th Avenue and Federal Boulevard, and Hooker Street and 72nd Avenue (primarily through landscaping and signage).

IDENTITY CORRIDORS

Westminster Station Drive, Irving Street, and 71st Avenue are the Station Area's primary identity corridors. Like the gateways, these streets shape the Station Area's identity as an integral part of the urban experience.

Beginning at the gateways, street and accent trees, landscaping, lighting, pedestrian and bike amenity areas, and the intricate design for an active street realm create a rich street experience.

PARKING NAVIGATION

For efficient parking in the Station Area, finding parking should be effortless. A "smart" parking navigation system should direct visitors to parking structures with vacant stalls and open surface parking lots. Signage and wayfinding elements should clearly identify, in a memorable way, the different parking structures and parking lots as well.

3.9 SIGNAGE

Within a transit-oriented district, orientation and easy navigation are essential for transit riders, pedestrians and drivers. Signage in the public realm directs visitors to key public destinations like transit stations, bus stops and open spaces, while building signage provides an additional layer of visual interest and orientation. The design and character of both directional and building signage contributes to the identity and visual quality of an area,

and thus is an important element of urban and building design. Signage and wayfinding elements can also be forms of art, where gateway or street signage, landmarks and public art installations can provide a sense

of identity and place. The following policies and standards provide direction for high quality, coherent signage and wayfinding throughout the Station Area.



Directional signage and kiosks help to establish a visual character for a district while providing relevant information for navigation.

POLICIES

General

- SP-P-44** Use a variety of wayfinding elements to help orient visitors within the Station Area. These could include special street, district or directional signage to business districts and other destinations; inlaid signage at street corners or on bollards; public art; and kiosks. Wayfinding Plan shall be administered by City.
- SP-P-45** Ensure that street, directional and kiosk signage (wayfinding) all maintain a consistent character throughout the Station Area, with common design features, style, font type and color schemes that complement street furnishings, lighting and other elements of the streetscape scheme (City branding). See Appendix E: Public Art and Wayfinding for potential locations, elements and designs.
- SP-P-46** Consider providing archway signs at Federal Boulevard and Westminster Station Drive; at Lowell Boulevard and Westminster Station Drive and; at 72nd Avenue and Irving Street.

Building Signage

- SP-P-47** Do not encourage new monument signs within the Station Area.
- SP-P-48** Design building signage as an integral part of the building architecture, including color and scale, style and materials.
- SP-P-49** Ensure that signage does not obscure architectural elements like roof lines, windows and entries. Likewise, signage should not inhibit visibility from or into building interiors above the first floor.
- SP-P-50** Encourage unique signage representative of individual businesses as opposed to similar signage for all businesses.
- SP-P-51** Provide signage that is attractive to pedestrians, cyclists and drivers. Size logos, letters, icons and other graphics based on the anticipated distance and travel speed of the viewer. Signs oriented to pedestrians should be smaller than those oriented to automobile drivers.
- SP-P-52** Ensure signage is legible, with a clear message and has sufficient contrast in colors so that it can be read during both day and night hours



Signage contributes to the character of the public realm and the theme that is established should reinforce the desired character of the Station Area.

- SP-P-53** Utilize simple and easy-to-read type faces and avoid fluorescent colors.
- SP-P-54** Construct signs of durable and weatherproof materials so that they will not discolor, fade, crack, rust or erode. Signs shall be replaced and/or repaired as needed to maintain the integrity of the sign.
- SP-P-55** Ensure that all building mounted signage do not have exposed conduits, or junction boxes. Structural supports should be integrated into the design of the sign and/or building.

Gateways

- SP-P-56** Integrate gateway features and public art into streetscape design, architecture and open spaces.
- SP-P-57** Locate formal art installations, such as sculptures and fountains, in high traffic pedestrian and key civic areas including the transit plaza, pedestrian pathways, major intersections, plazas and neighborhood parks.
- SP-P-58** Consider provision of art or gateway signage at key entrances into the Station Area, including the intersections of Irving Street with 72nd Avenue; Westminster Station Drive and Federal Boulevard and; Lowell Boulevard and Westminster Station Drive.



Awning Sign



Shingle/Blade Sign

SIGNAGE GUIDELINES

General

- SP-GL-27** Signs should be of a character and scale that relates to the pedestrian.
- SP-GL-28** Signs should be conceived as an integral part of the design so as not to appear as an afterthought application.
- SP-GL-29** The location, size, and appearance of building identification signs should complement the building and overall character of the district.
- SP-GL-30** Signs should be located and designed for maximum visibility and legibility.
- SP-GL-31** Signs shall generally face the centerline of the street or the direction of pedestrian traffic.
- SP-GL-32** Signs should exhibit quality and contribute to the character of the Station Area.
- SP-GL-33** Illuminated signs should limit glare upon adjacent properties, sensitive uses, and roadways.

Color

- SP-GL-34** Select colors that enhance sign legibility taking into consideration the color of the building wall or awning to which the sign is to be attached. Dark letters on light colored background and light colored letters on dark backgrounds work best.
- SP-GL-35** Select sign colors that complement the colors of the building and related elements. Sign colors and finishes should be compatible with the development as a whole.

Ground Floor Uses

- SP-GL-36** Place signs in locations that complement the building's architectural design. The rhythm of storefronts and openings should be considered.

SIGNAGE GUIDELINES

- SP-GL-37** Reserve primary signing opportunities on a building, awning, and canopy for the identification of the business name, logo, or both.
- SP-GL-38** Add hours of operation and other operational information important to shoppers on entry door or near entry door, scaled for viewing by pedestrians, not motorists.

Illumination

- SP-GL-39** Reduce the level of brightness of sign lighting on developments that include a residential component (or adjacency) by limiting external illumination to shielded or full-cutoff fixtures such as goose-neck fixtures and recessed under canopy lighting.
- SP-GL-40** Place exterior sign lighting above the sign and in a manner that it does not obscure the text and graphics. Use only as many fixtures as are needed to adequately light the sign.
- SP-GL-41** Direct exterior lights onto signs so as not to create off-site glare or concentrated lighting.
- SP-GL-42** Indirectly illuminated signs, which do not produce light from within, but are illuminated by spotlights, are preferred. Self-illuminated box signs that emit light from within themselves are not permitted.

Materials

- SP-GL-43** Select high-quality, durable, and low maintenance materials such as aluminum, brass, copper, stainless steel, and finished wood.
- SP-GL-44** Use materials that complement the design of the building, the type of business being promoted and the building color on which they are placed.
- SP-GL-45** Select materials, colors, graphic style, and lighting fixtures that contribute to sign legibility.



Window graphics identify products or services without obscuring the window.



A wall sign utilizing neon tubes; these tubes should be shielded to contain light spill-over.



A wall sign with individual channel letters.



Building sign located near the top of a building.

SIGNAGE STANDARDS

The following Signage Standards shall apply to all signage in the Station Area except for signs belonging/related to uses and structures that have become legal nonconforming as a result of the adoption of this Specific Plan. The Westminster Municipal Code (W.M.C.) Title XI, Chapter 11 shall govern sign regulations in the Station Area where this Specific Plan is silent.

Permitted Signs

SP-S-10 Sign Characteristics

- Intended to identify individual businesses, mixed use and residential buildings. Signs may be either placed flat against, or projecting, from the building – depending on sign type.

SP-S-11 Projecting Signs (Blade Signs)

- Max. area: 6 square feet.
- Limitation in number: one (1) sign per street frontage with a max. of 2 frontages.
- Max. height above grade: Eight (8) feet above sidewalk grade.
- Max. projection from building face: Four (4) feet.
- Illumination: Internal illumination is not permitted.

SP-S-12 Additional Restrictions and Clarifications:

- Sign area is calculated as part of the total wall sign area proposed.
- Projecting signs shall not be located above the first floor.
- Must be located on the portion of the building in which the business being advertised is located.

SP-S-13 Awning Signs

- Max. Area: One (1) square foot of sign area for each linear foot of awning
- Limitation in number: One (1) sign per awning
- Max. height above ground: Eight (8) feet above sidewalk grade
- Max. projection from building face: Six (6) feet into the right-of-way.
- Illumination: Internal illumination is not permitted.

SP-S-14 Additional Restrictions and Clarifications:

- Sign area is calculated as part of the total wall sign area proposed.
- Must be located on the portion of the building in which the business being advertised is located.
- Graphics and lettering shall not be placed on the angled portion of the awning.

SP-S-15 Wall Signs

- Max. Area: Max. Sign Area is two (2) square feet of sign area for each linear foot of building or tenant frontage, not to exceed 200 square feet in area for allowable tenant frontages. This criteria shall not apply to signs for individual tenants in buildings that are primarily multi-tenant office buildings.
- Limitation in number: Allow one (1) sign per street frontage not to exceed two (2) frontages.
- Max. height: May not project above the roof line of the building to which sign is attached.
- Illumination: Internal and external illumination is permitted.

SP-S-16 Additional Restrictions and Clarifications:

- All signs must be comprised of individual letters with the exception of cabinet-style logos which are not to exceed nine (9) square feet. Combinations of individual letters, cabinet logos, and taglines are permitted. The tagline must be secondary to the main sign. The height of the tagline may not exceed 1/4 of the height of the individual letter sign.

SP-S-17 Wall Signs Above the First Floor

- Max. Area: 40 square feet
- Limitation in Number: One (1) sign per street frontage with a max. of two (2) frontages.
- Illumination: Internal and external illumination is permitted.

SP-S-18 Additional Restrictions and Clarifications:

- The sign may not project above the roof line of the building to which the sign is attached.
- Must be located above the primary building entrance.

3.10 LIGHTING

Lighting is a key element in creating a comfortable and safe environment. Through proper lighting, activity nodes come to life, important architectural features are highlighted and safety is enhanced. Lighting also adds to the character and fabric of the public realm, further creating opportunities for establishing a unique identity for an area. Lighting can also impact the enjoyment and experience of a place if it causes glare and subsequent lack of visibility, backlighting or light trespass that affects buildings and inhabitants, and uplighting that can affect the night sky and uses above. The following policies and standards describe the role and intent of lighting within the Station Area and development.



Good lighting contributes to the aesthetic quality of buildings and creates an inviting environment

POLICIES

Public Realm Lighting

- SP-P-59** Ensure that lighting in the Station Area:
- Enhances the pedestrian environment for safety and visibility,
 - Highlights key connections to transit facilities, public plazas and other pedestrian-oriented destinations, and
 - Accentuates gateways and public art
- SP-P-60** Use appropriate lighting for security and visibility to reduce unnecessary lighting of the night sky and residential dwellings. House-side shields and automatic controllers could be utilized to further reduce unnecessary lighting and energy consumption.
- SP-P-61** Use lighting along streets, plazas and parks that have low glare and high visibility.
- SP-P-62** In parks and plazas, illuminate primary walking paths and focal points such as trellises, water features or art installations to enhance evening use and safety. Low-level illumination sources are encouraged, including bollard, step and pathway fixtures.
- SP-P-63** Emphasize visibility at high-traffic pedestrian crossings with pedestrian fixtures located 6 to 8 feet from the crosswalk on the side of oncoming vehicle traffic.

Private Development Lighting

- SP-P-64** Locate and direct on-site lighting to avoid off-site glare or trespass onto adjacent buildings and properties.
- Use shielded fixtures for right-of-way, parking lot, plaza, private open space and building lights.
 - Use low wattage or low brightness fixtures on buildings to minimize impact to building occupants.
 - In general, direct lighting downward.



This light at the exterior of a building is shielded to limit spill-over lighting.

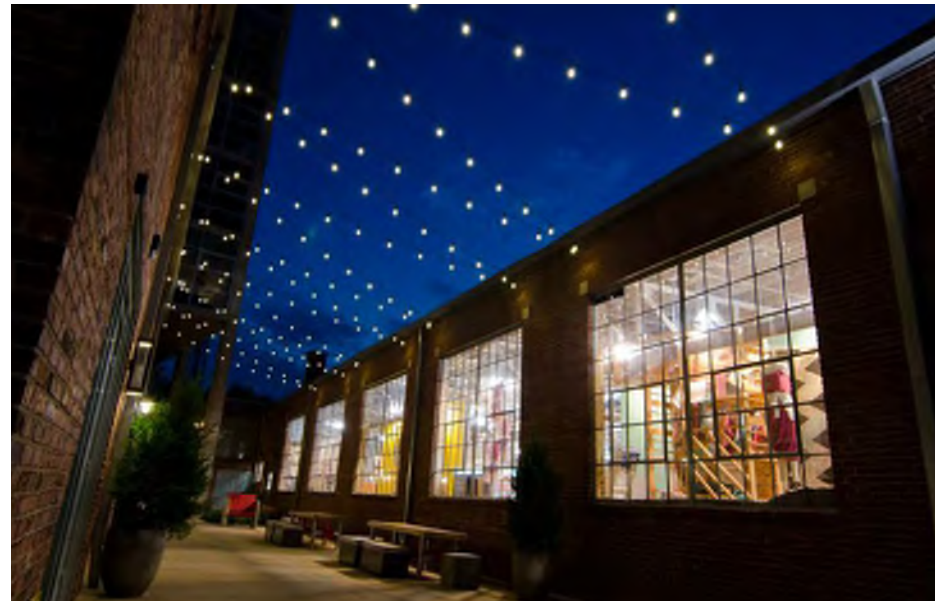


Adequate luminance levels eliminates glare and bright spots and protects the night sky. City Creek, Salt Lake City, UT.

- SP-P-65** Use pedestrian-level building mounted lighting and pedestrian fixtures to light patios, dining areas and pedestrian connections or cut-throughs.
- SP-P-66** Allow strings of lights to be utilized over mid-block pedestrian connections and right-of-ways or cut-throughs, as long as a minimum 14-foot vertical clearance from the sidewalk grade is maintained. City of Westminster Fire Department to approve location.
- SP-P-67** Provide adequate lighting at entries to buildings and parking areas and structures to improve wayfinding and security.
- SP-P-68** Avoid creation of bright spots or uneven lighting along the sidewalk edge. Ensure building lighting, both internal and external, supports a pleasant, evenly distributed nighttime ambiance.
- SP-P-69** Integrate lighting into the design of the site and buildings. The design, color and finish of light standards and fixtures should complement the architecture, color and materials on site.
- SP-P-70** Ensure that all building lighting fixtures, whether exposed or concealed, do not have exposed conduit runs, junction boxes or other unfinished elements.
- SP-P-71** In surface parking areas, design lighting to minimize light trespass, glare and lighting of the night sky. Utilize fully shielded or full cut-off luminaires, house-side shields, low-wattage lamps, timers and motion sensors to minimize impacts.
- SP-P-72** Allow limited accent lighting to enhance landscape and public art features.
- Ensure that accent lighting of architectural features on building façades does not result in a hot spot or overly bright area; rather, the lighting should be directed to subtly define and accentuate the architectural feature.
 - Utilize low-wattage landscape accent lighting with shielding.
 - Minimize glare and backlighting from fixtures by directing lighting downward and providing shielded fixtures.



Walkway and landscape lighting is important for security, safety, and the aesthetic quality of the public realm at night.



String lighting can be used to enliven and illuminate alleyways, private walks, patios and decks.

LIGHTING GUIDELINES

General

- SP-GL-46** Light quality should not be harsh, glaring, blinking, or shed beyond property boundaries.
- SP-GL-47** Integrate lighting into the design of the site and buildings. The design, color and finish of light standards and fixtures should complement the architecture, color and materials on site.
- SP-GL-48** Ensure that all building lighting fixtures, whether exposed or concealed, do not have exposed conduit runs, junction boxes or other unfinished elements.
- SP-GL-49** Increase lighting at entries to buildings and parking areas and structures to improve wayfinding and security.
- SP-GL-50** Avoid creation of bright spots or uneven lighting along the sidewalk edge. Ensure building lighting, both internal and external including lighting of architectural features, supports a pleasant, evenly distributed nighttime ambience.
- SP-GL-51** Lights should use LED and other technologies to maximize energy efficiency. Use an appropriate level of light intensity for security and visibility to reduce unnecessary lighting of the night sky and residential dwellings. House-side shields and automatic controllers could be utilized to further reduce unnecessary lighting and energy consumption.
- SP-GL-52** In outdoor spaces and plazas, illuminate primary walking paths and focal points such as trellises, water features or art installations to enhance evening use and safety. Low-level illumination sources are encouraged, including bollard, step and pathway fixtures.
- SP-GL-53** Poles and fixtures should be designed to be architecturally compatible with structures and lighting on adjacent properties.
- SP-GL-54** To facilitate security, ensure that lighting levels are adequate for visibility, but not overly bright. All building entrances should be well-lit.
- SP-GL-55** Lighting fixtures mounted directly on structures may be allowed when utilized to enhance specific architectural elements or to help establish scale or visual interest.

- SP-GL-56** Integrate illuminators or fixtures used to light building mounted signage, building façades, or pedestrian arcades, into a building's architectural design.
- SP-GL-57** Consider highlighting entrances, art, terraces, and special landscape features.
- SP-GL-58** Provide pedestrian-scale lighting for all pedestrian ways through parking lots
- SP-GL-59** Use of lighted bollards or other low level fixtures is encouraged to identify pedestrian walkways and drop-off areas at entrances to buildings.
- SP-GL-60** Illuminate all primary walkways, steps or ramps along pedestrian routes.

Landscape Lighting

- SP-GL-61** Design landscape lighting to work for all seasons of the year and through the life of the landscape.
- SP-GL-62** Conceal fixtures where possible (i.e. in trees, by landscape, behind rocks), control glare, and avoid extreme bright spots on the surrounding landscape.
- SP-GL-63** Provide only as much light/illumination as necessary to provide safety and security for the area.

LIGHTING STANDARDS

The following Lighting Standards shall apply to all new lighting in the Station Area:

Site Lighting

- SP-S-19** An exterior photometric lighting plan indicating site and building light fixtures and lighting levels should be prepared by a qualified consultant and submitted to the City for review and approval in conjunction with the ODP.
- SP-S-20** Over-lighting of areas and high contrast between properties is not allowed.
- SP-S-21** Lighting shall be arranged to focus on the property from which it originates or on adjoining sidewalks and alleys. Lighting shall not trespass upon adjacent properties. (This will be based on a photometric analysis). All exterior lighting shall utilize full cut-off fixtures to limit light trespass onto off-site uses or light pollution into the night sky. The City may approve other special-purpose fixtures (e.g. building uplighting) on a case by case basis.
- SP-S-22** Concealment of the light source must be a design consideration. Parking lot lights should not exceed 30-feet in height.
- SP-S-23** Alleys shall have lights mounted on outbuildings or garages.
- SP-S-24** The following levels of illumination shall be maintained for each of the specific locations.
- 1. Building Entrances: 5.0 footcandles
 - 2. Sidewalks: 2.0 footcandles
 - 3. Bikeways: 1.0 footcandle
 - 4. Courts/Plazas/Terraces: 1.5 footcandles
 - 5. Ramps: 5.0 footcandles
 - 6. Stairways: 5.0 footcandles

- 7. Underpasses: 5.0 footcandles
- 8. Waiting Areas: 1.0 footcandle
- 9. Parking Lots: 1.0 footcandle
- 10. Roadways: 1.5 footcandles

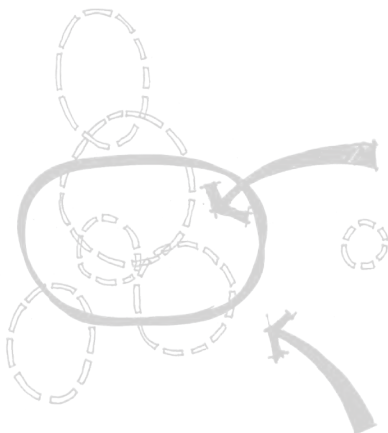
Building Lighting

- SP-S-25** Lighting on buildings shall be oriented to pedestrians in terms of scale, design, and location.
- SP-S-26** Building lighting may include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting to highlight architectural features and landscape elements.

4. BUILT FORM

4.1 OVERALL BUILT FORM INTENT

The design standards and guidelines presented in this section provide the basis for site and building design in the Station Area. The standards and guidelines provide direction for creating a visually engaging built and public environment with attractive building façades, varied massing and design, functional, active public spaces and a cohesive sense of place and identity.



4.2 URBAN DESIGN AND THE BUILT ENVIRONMENT

The public realm is as strongly defined by the built environment as it is by streetscape and public space. The built environment defines the walls—or edges—of the public realm, giving it shape and structure. The Specific Plan emphasizes establishing a consistent street wall, or edge, to the public realm, with massing and articulation that relates to the human scale. Active frontage requirements for key streets (Irving Street, Hooker Street and Westminster Station Drive) and public spaces, as shown in Figure 3-1, will ensure the built environment supports a vibrant public realm. At the ground level, active frontages will emphasize visual variety and opportunity for interaction—through ample windows, multiple entrances along

the street and added texture through materials and articulation of storefronts and façades. Along the street wall, design standards for changes in height and plane, the cadence of building bays and storefronts and variation in materials, color and articulation will ensure a rich backdrop to the public realm. (See Chapter 4). Building heights in the Specific Plan are accentuated at key public spaces and streets in the Station Area, such as where development faces onto the North Station Plaza and along Hooker and Irving streets. Taller buildings are emphasized closer to the station to bring greater intensity of use and visual prominence to the immediate area around the station.

URBAN DESIGN GOALS AND POLICIES

GOALS	
SP-G-11	Establish a framework for development defined by attractive streets, buildings and open spaces that shape and enhance the public realm.
SP-G-12	Create a built environment that emphasizes pedestrian scale and visual variety.
SP-G-13	Establish a consistent streetscape scheme that reflects the identity and character of the Station Area as well as the hierarchy of streets.
SP-G-14	Create a well-defined and engaging public realm. Incorporate landscape, public art and pedestrian amenities throughout streetscape, open space and building design.



Good urban design and a well-crafted built environment create a quality backdrop for all activity in the public realm. Fort Collins, Colorado.

POLICIES

Public Realm

- SP-P-73** Create an engaging public realm with moments of 'surprise' within the pedestrian circulation network, visual and physical gateways and playful public spaces.
- SP-P-74** Ensure that park spaces provide a variety of amenities and spaces designed to accommodate a wide range of uses and users,
- SP-P-75** Ensure that landscape elements, lighting and street furnishings are consistent with the palettes and guidelines outlined in section 3.4 of this Chapter.
- SP-P-76** Provide trees and plantings that shade the sidewalk and create a distinctive and attractive image throughout the Station Area.
- SP-P-77** Establish a cohesive signage and wayfinding scheme for the Station Area to help orient and guide visitors to transit and key destinations.
- SP-P-78** Encourage use of low-water-consumption and drought tolerant planting in open spaces and planting areas.

POLICIES

Gateways and View Corridors

- SP-P-79** Demarcate the southern edge of the Irving Street and 72nd Avenue intersection; the western edge of the Westminster Station Drive and Federal Boulevard intersection; and the eastern edge of Lowell Boulevard and Westminster Station Drive as primary gateways into the Station Area.
 - Utilize signage, public art and/or other methods to create a visual marker, such as an archway over the street (like at *The Shops at Walnut Creek*, in the City of Westminster)
 - Building design should emphasize these locations as gateways with emphasized massing and heights.
- SP-P-80** Accentuate views to the station along Irving Street from 72nd Avenue and Westminster Station Drive from Federal Boulevard with streetscape and building design.

- Taller building heights around the station can draw attention to the station area.
- Special lighting and/or trees can draw the eye to the station day and night.

SP-P-81 Orient buildings at the northeastern portion of the Station Area to take advantage of views to Downtown Denver.

SP-P-82 Create a signature public art piece at the point where the view planes of Westminster Station Drive, Irving Street, Hooker Street and Creekside Drive intersect within Westminster Station Park (See Figure 5-3).

POLICIES

Streetscape

SP-P-83 Develop a streetscape scheme that reinforces Irving Street as South Westminster’s civic corridor, using public art, gateway and wayfinding signage, pedestrian furnishings and landscaping to create a distinct character and identity.

SP-P-84 Extend landscape or streetscape elements established in this Station Area Plan for Irving Street north of 72nd Avenue to reinforce the street as a civic corridor.

SP-P-85 Establish a consistent, identifiable paving pattern and theme as part of the streetscape scheme for the Station Area:

- Provide enhanced visual character at pedestrian crossings of key intersections, including along Irving Street and Westminster Station Drive near the transit station;
- Emphasize important public areas, streets, pathways, entrances or sidewalk use zones with changes in materials or color; and
- Consider integrating public art as special paving or as separate installations. Determine locations as part of a Public Art Plan for the Area.

SP-P-86 Consistent with the overall streetscape theme, provide durable, attractive street furnishings and pedestrian amenities throughout

the Station Area. Elements should include benches, landscape planters with seating, trash receptacles, bicycle racks, special lighting elements and wayfinding kiosks.

SP-P-87 Ensure that street trees and landscaping are located such that they do not obstruct visibility at street corners or to storefronts, window displays and signage.

POLICIES

Site and Building Design

SP-P-88 Maintain a consistent street frontage, or “street wall,” throughout the Station Area. See Chapter 4 of this Specific Plan for building massing and “street wall” treatment.

SP-P-89 Utilize building architecture to “announce” gateways, key intersections and public spaces within the Station Area, including:

- Irving Street and 72nd Avenue;
- Federal & Lowell Boulevards and Westminster Station Drive; and
- Intersections and buildings facing onto the Northern Station Plaza.

SP-P-90 Ensure building design reflects a pedestrian scale throughout the Station Area with massing, articulation and architectural detail, particularly at the ground level.

SP-P-91 Require taller buildings in the Station Core designation and along key corridors, as shown in Figure 2-4 and described below:

- Establish the visual prominence of the Station Core designation as the Station Area’s center with buildings of 3 to 8 stories.

SP-P-92 Ensure that buildings fronting onto primary streets are designed to enhance the public realm and create a consistent, well-articulated street wall. Primary streets include:

- Lowell Boulevard
- 72nd Avenue

- Federal Boulevard
- Irving Street
- Hooker Street
- 71st Place west of Hooker Street
- 71st Avenue
- Westminster Station Drive

SP-P-93 Minimize the environmental impact of development:

- Encourage use of sustainably-sourced building materials, including recycled and/or locally-obtained materials, sustainably harvested wood and bamboo, concrete and asphalt with fly-ash content, and non-toxic, low-VOC (volatile organic compound) glues and paints.
- Divert waste from landfills by promoting reduction, reuse, recycling and composting of materials during construction.

SP-P-94 Encourage consistency with standards proposed by Leadership in Energy and Environmental Design (LEED) and/or Built Green Colorado, or other such authority, to provide greater efficiency in energy and water use (water fixtures and appliances that exceed conservation requirements), reduce heat island effects, provide healthier indoor environments and improve lifetime durability and building maintenance.

SP-P-95 Encourage on-site generation of renewable energy, such as use of solar panels.



Left: Seating and planting along the sidewalk edge provide a protected area for seating while fostering opportunities for interaction. Right: Streetscape elements can include lighting, signage and other visual elements.

URBAN DESIGN STANDARDS

SP-S-27 Require private development projects to be consistent with the design standards in this Specific Plan.

SP-S-28 Require location of a continuous covered arcade, awning or other shading device along the ground level of south facing buildings fronting onto the North Station Plaza between Grove Street and Irving Street to provide shade, weather protection and a memorable design.

SP-S-29 Require that pedestrian-oriented retail streets that have southern or western exposure are well-shaded with arcades, canopies, awnings and other built features that provide shade.

SP-S-30 Require provision of seating and other pedestrian-oriented furnishings within commercial and retail areas to accommodate and help foster greater activity and interaction within the public realm.

SP-S-31 Require that streetscape improvements are consistent with the dimensions, plantings, and streetscape elements, as established in Chapter 3 of this Specific Plan. Where this Specific Plan is silent, refer to the City of Westminster Landscape Regulations for guidance.

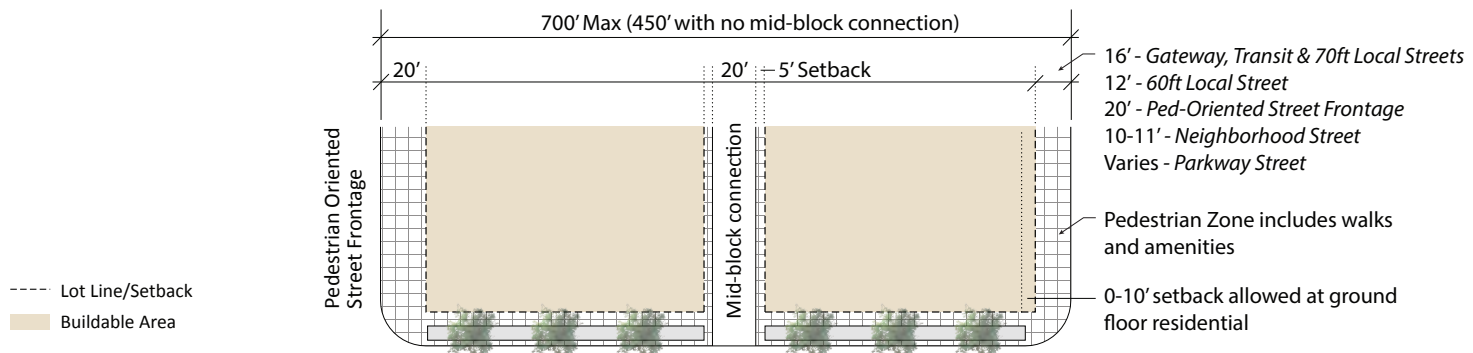
SP-S-32 Design buildings with active ground floor building frontages, with ample windows and frequent entries. Ensure that buildings with designated Pedestrian-Oriented Frontages are consistent with the Specific Plan's standards for Pedestrian-Oriented Street Frontage.

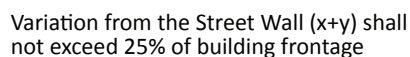
4.3 DEVELOPMENT STANDARDS

The development standards for land use in the Station Area are presented in Table 4-1 and in subsequent explanatory graphics. These are regulatory and compliance with them is **required** for all new development.

TABLE 4-1: DEVELOPMENT STANDARDS

<i>Land Use</i>	<i>Station Core</i>	<i>Commercial Mixed use</i>	<i>Transitional Mixed Use</i>
A. Streets and Block Size			
Public Streets	A network of interconnected streets is established by this Specific Plan in Chapters 2 and 3; right-of-way is required.		
Alleys	Minimum 20-foot right-of-way and an additional 5-foot setback on each side to building foundation.		
Maximum Block Dimension	450 feet; Larger blocks of up to 700 feet are allowed with a mid-block pedestrian connection or alley through the block.		
Pedestrian Zone	Pedestrian zones include walks and amenity areas . Widths are described below and illustrated in Chapter 3 of this Specific Plan:		
Pedestrian Oriented Street Frontage	20 feet from back of curb to building.		
Parkway Street	Varies		
Gateway, Transit, and 70-ft Local Streets	16 feet from back of curb to building (additional 0-10' setback allowed where residential occurs at the ground floor).		
60-ft Local Street	12 feet from back of curb to building (additional 0-10' setback allowed where residential occurs at the ground floor).		
Neighborhood Street	10 - 11 feet from back of curb to building (additional 0-10' setback allowed where residential occurs at the ground floor).		
Minimum Pedestrian Clearance	A minimum pedestrian clear zone of 6 horizontal feet must be maintained on all sidewalks to enable adequate width for pedestrian movement.		

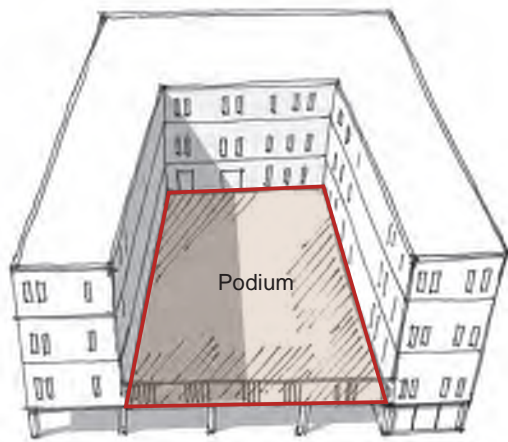




<i>Land Use</i>	<i>Station Core</i>	<i>Commercial Mixed Use</i>	<i>Transitional Mixed Use</i>
B. Site Design			
Minimum Lot Width	30 feet	50 feet	20 feet
Maximum Building Lot Coverage	90% of lot (may not be attainable on all sites because of yard and open space requirements). Refer to stipulated FAR standards in chapter 2 for additional guidance.		
Street ROW Setbacks	Setbacks for specific conditions are described below:		
72nd Avenue, Lowell Boulevard	0 - 10 feet		
Federal Boulevard	10 - 30 feet		Non-Applicable
All Other Streets	0 to 3 feet (up to 6 feet if dining area is included)		
Setbacks for Ground Floor Residential	0 to 10 feet		
Interior Side and Rear Setback	0 to 5 feet from the edge of right-of-way when abutting an alley or interior street; 0 foot setback from the property line for residential uses or where residential uses abut a commercial property.		
Build-to Line	75% of façade must be within the required setback (i.e. within the street wall). Up to 25% of façade may deviate from street wall to accommodate plazas, eating areas, etc. Building entries, consisting of doors and sidelights, do not contribute to the façade frontage requirement.		
Building Orientation and Entrances	Buildings must face the street; and primary building entrances must be oriented toward the street or pedestrian connection. Entrances may be angled at a maximum 45 degrees from the primary building façade.		
Building Projections	Porches, stairs, raised patios, bay windows and balconies may project into required setbacks (not into rights-of-way). Awnings and canopies may project from the building façade into the right-of-way at a minimum of 8 feet above the sidewalk grade to maintain a clear sidewalk zone. Projections may not exceed 6 feet maximum into the right-of-way. An encroachment permit will be required for overhangs into the rights-of-way and may not be permitted if considered a safety hazard.		

TABLE 4-1: DEVELOPMENT STANDARDS

Land Use	Station Core	Commercial Mixed Use	Transitional Mixed Use
C. Building Form and Design			
Building Dimension	Limit principal linear building dimensions to 180 feet in length or have linear breaks between building massings. The breaks shall be a minimum 20 feet wide, and 5 feet in depth, from the ground up.		
Building Step back	Minimum 6-foot step back for 40% of façade for portions of buildings, above the second floor, which are 4 stories in height and located along primary street frontages.		
Building Massing	Street facing building façades above the ground floor shall include at least 1 variation in wall plane of not less than 3 feet in depth or projection, and not less than 50% of façade height.		
	A minimum of 25% of the total façade area shall be articulated. (Articulation means plane changes, variations in color, material, texture etc.)		
Wall Plane Articulation	In addition to the massing changes in plane, other plane changes to indicate transitions in color or material, or to express structure shall be a minimum of 4 inches in depth.		
Minimum Ground Floor Height (Floor to Floor)	16 feet for retail; 12 feet for residential.		
Ground Floor Elevation	Flush with sidewalk grade (if sloping, step floor to provide sidewalk grade access). For residential—up to 5 feet above sidewalk grade		
Blank Wall	Limit any section of blank wall to no more than 15 horizontal feet, not to exceed 25% of linear street frontage. (This does not apply to small lot development with less than 30 linear feet of lot along street frontage). Maximum height of blank wall shall not exceed 30 feet.	Limit any section of blank wall to 30 linear feet, not to exceed 30% of linear street frontage. Anything over 20 feet must be mitigated by landscape treatment, mural, public art, clerestory windows or similar architectural treatment.	
Podium Level Courtyards	Require the minimum horizontal dimension of an interior or podium level courtyard (with 3 sides or more) to be 40 feet for up to three stories above the podium level and 60 feet for four stories or greater.		



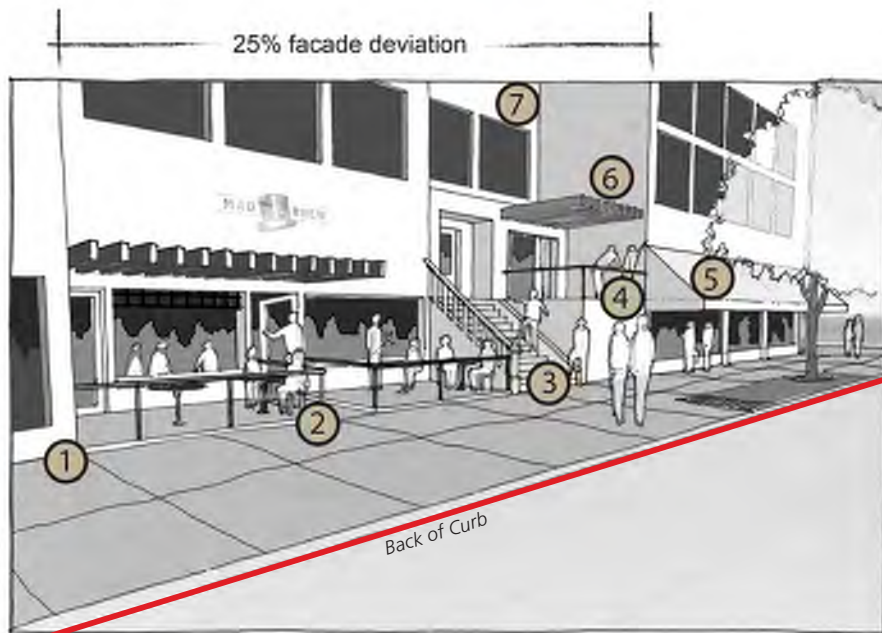
40 ft min. for 3 stories
60 ft min. for 4+ stories

Podium level courtyards



Blank walls shall be limited to no more than 15 horizontal feet per building in the Station Core.

Max
15'

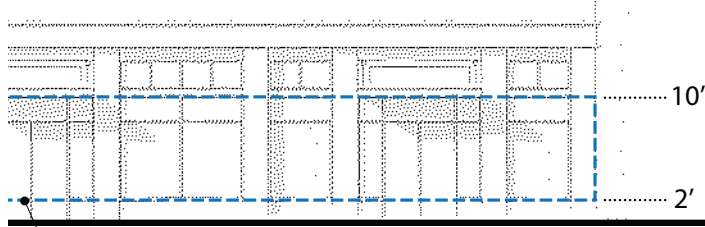


Artist's rendering showing some of the development standards as expressed on a typical street.

- | | |
|---|----------------------|
| 1. Edge of Right-of-way (Property Line) | 5. Awning Projection |
| 2. Eating Area | 6. Canopy |
| 3. Stairs | 7. Wall Variation |
| 4. Porch | |



Step backs and wall plane articulation break up the mass of building walls. Boulder, CO.



Minimum 60% of this area shall be openings

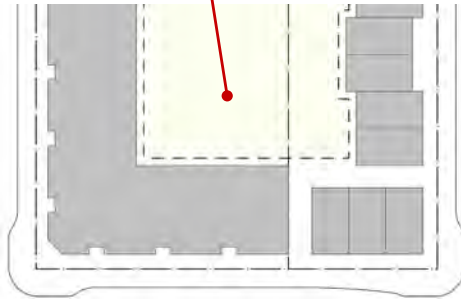


Street frontage at Lake Merritt, Oakland, CA showing fenestration areas

TABLE 4-1: DEVELOPMENT STANDARDS

<i>Land Use</i>	<i>Station Core</i>	<i>Commercial Mixed Use</i>	<i>Transitional Mixed Use</i>
Building Entry Frequency Residential	For townhomes or live/work units, provide one entrance on average every 25 linear feet on center, or commensurate with individual unit entries. For multifamily, provide at least one entrance every 100 feet on center.	Along Pedestrian-Oriented Street Frontage, provide at least one entrance every 50 linear feet, on center; and one entrance per 75 linear feet on other streets.	
Building Entry Frequency Commercial	For commercial uses, provide at least one entrance no more than 75 linear feet apart; 50 feet along Pedestrian-Oriented Street Frontage.		
Fenestration	For ground floor commercial uses, a minimum 60% (75% along Pedestrian Oriented Frontage) of ground floor wall area between 2 feet and 10 feet above sidewalk grade shall be of clear, transparent, and non-reflective glass. Interior window coverings that obscure views into commercial spaces during daytime hours may not exceed 30% of the entire transparent area. For upper stories in commercial uses, fenestration shall occupy a minimum 30% of façade area.	Require that development adjacent to the rail corridor (particularly along Westminster Station Drive) employ triple paned windows to mitigate potential noise impacts from train horns and passage.	
Shading	Require arcades as a means for shading (for all south-facing buildings fronting the North Station Plaza)— ensure that they extend the full block to provide a continuous public realm, excluding the required 25% building mass recess. A public access easement must be provided for public use of the sidewalk under the arcade.		
Depth for Ground Floor Commercial Use	Minimum 40 feet.		
Screening of Mechanical Equipment	Require building design, roof forms, and architectural elements to screen mechanical equipment.		
Exterior Materials	Minimum 50% of a dominant material (such as brick or stone) for first two stories. For third story and above, minimum 25% of a dominant material. Stories are defined by floor-to-floor separation. Calculation of façade area excludes window and door openings.		
Folding Security Gates	Must be 70% transparent and located interior of doors and windows. Bars are not permitted. Maintain appropriate fire access.		

Shared Green space



Building 1

Building 2

Adjacent buildings may combine the required outdoor spaces into one shared space provided the cumulative minimum requirements for each building is met.

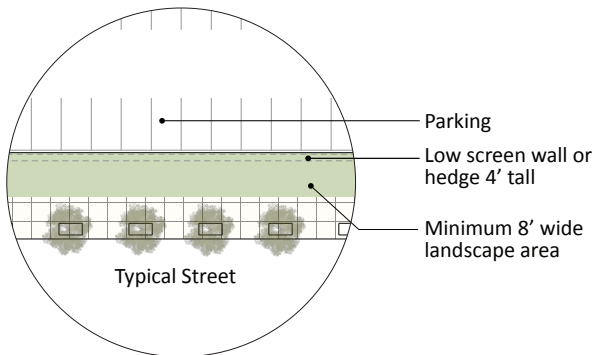
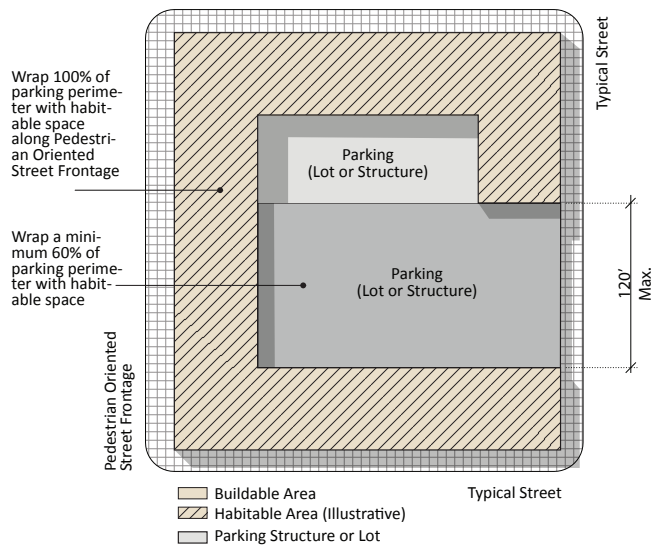


TABLE 4-1: DEVELOPMENT STANDARDS

Land Use	Station Core	Commercial Mixed Use	Transitional Mixed Use
D. Open Space			
Public Plaza Requirement	For developments that exceed 50,000 square feet of commercial space, provide a minimum 1,000 square feet of public space (i.e. plaza).		
Public Plaza Frontage	If required, at least one side of public plazas shall front onto a public right-of-way: 75% of this frontage shall be unobstructed by changes in ground plane or landscaping or walls that exceed 3 feet in height above the sidewalk grade.		
Public Plaza Seating Requirements	For public plazas, provide 1 linear foot of seating for every 40 square feet of plaza. Seating must have a minimum width of 16” and be located between 16” and 24” inches from the ground. No less than 50% of seating must have a back for support. Artistic style benches are permitted through staff review.		
Publicly-Accessible Building Cut-throughs	Minimum 10-foot wide by 18-foot high dimension for publicly-accessible pedestrian connections through buildings. These shall be provided if there is more than 200 linear feet of building wall and if there is pedestrian accessible open space or parking behind the building.		
Private Common Open Space Requirements	Minimum 50 square feet of open space per residential unit, which can include courtyards, roof decks and courtyards above parking podiums (see SP-S-49).		
Private Open Space Requirements	60 square feet per unit for 50% of multifamily units; 6-foot minimum clear dimension for balconies, decks, and patios.		
E. Parking			
Off-Street Requirements	3 spaces per 1000 square feet for commercial; 1.25 spaces per unit for multifamily residential units.		
Curb Cuts for Parking Access	Curb cuts not permitted at Pedestrian Oriented Street Frontage	Maximum two curb cuts for block street frontages longer than 300 feet.	
Surface Parking	Surface parking is not permitted between the curb and the building. A min. 70% of the parking lot perimeter shall be wrapped with habitable space on primary streets (Pedestrian Oriented and Gateway Streets). The max. linear exposure of surface parking on any block may not exceed 120 feet (Station Core and Commercial Mixed Use). Fire access shall be considered for wrap design.		



Bicycle lockers for long-term bicycle parking.
Lake Merritt, Oakland, CA

TABLE 4-1: DEVELOPMENT STANDARDS

<i>Land Use</i>	<i>Station Core</i>	<i>Commercial Mixed Use</i>	<i>Transitional Mixed Use</i>
Surface Parking Lot Screening	Where surface parking is visible from the primary street (in Station Core and Commercial Mixed Use), parking lots must be screened from streets by a 3-foot high screen wall and landscaping. Planting beds and separation from sidewalk should be a minimum of 8 feet wide.		
Parking Wrap and Visibility	100% of parking lot edge or parking garage façade fronting onto parks or Pedestrian Oriented Street Frontages shall be wrapped with habitable space, with the exception of garage entrances and exits. Fire access shall be maintained.		
	A minimum of 60% of the parking lot or parking garage perimeter shall be wrapped by habitable space. Exceptions may be allowed for portions above the ground level if the design quality of the garage exterior is equivalent to occupiable space.		
F. Transportation Demand Management ¹			
Preferential Parking for Carpools	For commercial uses, a minimum 1% of parking spaces must be reserved for carpool and/or vanpool parking.		
Secure Bicycle Parking	Provide 1 short-term ² and 2 long-term ³ bicycle parking for every 3,500 square feet of development with 50% dedicated to long term bicycle parking.		

- 1. Transportation Demand Management (TDM)** refers to a variety of strategies that change travel behavior). Land use, urban design and parking policies are essential in influencing travel choice and demand. When TDM supporting amenities are provided within developments, it becomes much easier for tenants and patrons to have transportation choices.
- 2. Short-term** bicycle parking offers a convenient and accessible area to park bicycles for customers and other visitors who seek to leave their bicycles for 2 hours or less. Short-term bicycle parking should be located on the public/access street level, within 50 feet of the main building entrance(s) and outside the building. Bike racks are mostly used for short-term bicycle parking.
- 3. Long-term** bicycle parking offers a secure and weather protected place to store a bicycle for several hours or more. Long-term bicycle parking should be covered and located in lockers or a locked area.

4.4 BLOCK SIZE AND CONNECTIONS

A walkable, pedestrian-oriented environment is rooted in the scale of the built environment. Block sizes and frequency of connections have a direct impact on the quality and perception of the pedestrian experience.

Block sizes scaled to the pedestrian—typically 300 to 400 feet, or a 1.5-minute walk—provide greater choice and flexibility in navigating an area.

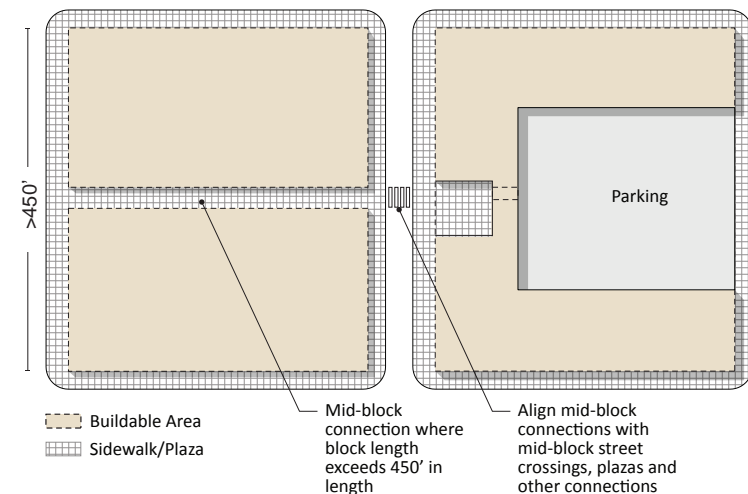
Additionally, more frequent breaks in the street wall provide opportunities for light, movement and architectural variation for added visual interest. Mid-block crossings and internal connections through development, including from parking lots or structures to entrances along the street edge, further enhance pedestrian circulation and ease of access.

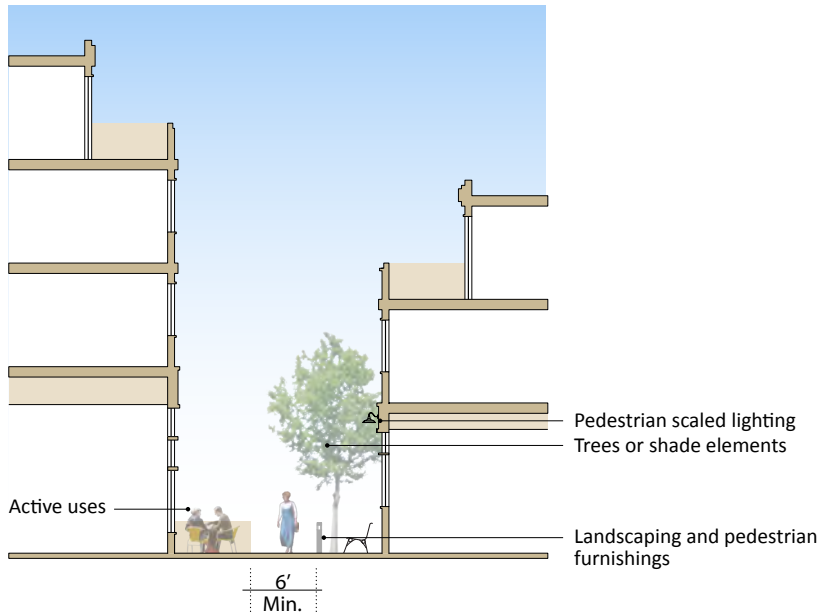
Finally, alleys can provide additional permeability within the block system and reduce access points for parking and services along the primary street front.

The following guidelines provide direction to ensure a walkable environment throughout the Station Area:

BLOCK SIZE AND CONNECTIONS GUIDELINES

- SP-GL-64** Design the street network as a grid of generally rectilinear blocks
- SP-GL-65** Allow alleys at mid-block locations. Alleys should serve as access to utilities, services and parking.
- SP-GL-66** Where surface parking lots serve development, provide building pass-throughs and pedestrian connections to provide access to primary building entries along the street edge.
- SP-GL-67** Provide mid-block pedestrian connections, or paseos, where block lengths exceed 450 feet in length.
- SP-GL-68** To the extent possible, align mid-block street crossings with alleys and mid-block pedestrian connections.
- SP-GL-69** Design mid-block connections as pedestrian streets, at 30 feet in width from building face to building face (Do not allow motorized vehicles). These connections should include:
 - Walks with minimum 6-foot-wide pedestrian clearance;
 - Pedestrian-scaled landscaping and/or trees for shade and visual interest;
 - Pedestrian furnishings like seating, drinking fountains, benches, public art, dog walking stations, etc; and
 - Provide public easement along length and width of connection.





4.5 SITE DESIGN AND ACCESS

ORIENTATION AND STREET WALL

Site design and access lay the foundation for how development interacts with the surrounding environment. Building placement, design and orientation can shape and activate the street wall, as well as maintain and benefit from important views to key destinations or open spaces. Site design also integrates the relationship of infrastructure and building functionality with the public realm,

where access to parking, loading and other building functions can have a significant impact on the experience of the public realm. The following guidelines ensure that building orientation, activities and functionality are well-integrated into the mixed-use, pedestrian-oriented environment:



Pedestrian connections should have ample landscaping and pedestrian amenities.



Buildings should be oriented to the public realm, creating a consistent, active street wall



Cornice, window and ground floor height and lines should generally align to foster visual harmony. However, variation of these lines create visual interest and should be employed to break up long façade expanses in large developments.

SITE DESIGN AND ACCESS GUIDELINES

SP-GL-70 Orient buildings to the public realm:

- Throughout the Station Area, align building entries and primary façades to face the sidewalk edge to encourage interaction between occupants and passersby;
- Orient building entrances and active uses along Westminster Station Drive so that they are visible from the transit plaza;
- Orient buildings along the rail corridor to best capture views of Little Dry Creek Park; and
- Line public spaces and internal pedestrian connections with entries and storefronts to activate the ground level and provide increased supervision and activity.

SP-GL-71 Where a horizontal mix of uses is employed on a site, ensure that the uses are physically integrated by street or pedestrian connections.

SP-GL-72 Incorporate climate-sensitive strategies in locating buildings, plazas, entries and open spaces to allow for solar access and protection from wind.

- Design building massing so they do not cast shadow onto 50% or more of individual public plaza and park spaces during winter months.
- Orient and design roofs to accommodate active or passive solar access.
- Design building façades and include elements to provide shade in summer.

SP-GL-73 Maintain a consistent “street wall” throughout the Station Area, allowing for variations in articulation and changes in plane. Allow building massing to be set back from the street wall for recessed entries and plazas at strategic locations.

SP-GL-75 Create a harmonious and visually cohesive “street wall” through general alignment and repetition of key architectural features and patterns, including alignment of building elements such as:

- Ground floor height,
- Storefront details, such as the base, windows, transoms (the window above a door or large window) and entries,
- Parapet and cornice lines, and
- Roof lines and proportions.

SP-GL-76 Maintain a cadence of visual activity by breaking building massing and storefronts into smaller-scale elements to provide a visual interest at the ground level while still maintaining a consistent street wall.

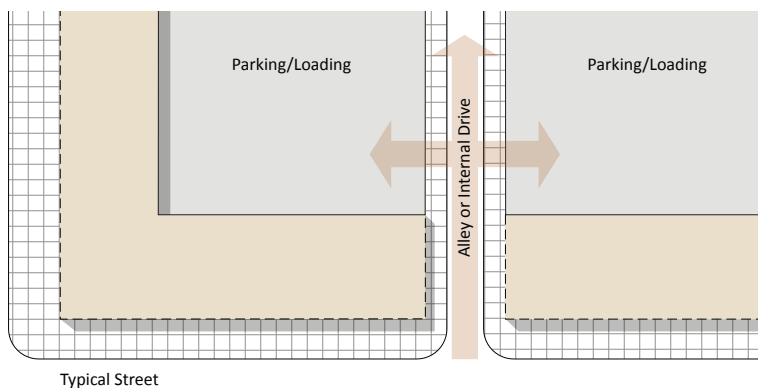


Building massing and storefronts that are broken into smaller-scale elements provide more visual interest at the ground level while still maintaining a consistent street wall.

SITE DESIGN AND ACCESS GUIDELINES

- SP-GL-77** Minimize curb cuts and driveways to reduce conflicts with pedestrians.
- SP-GL-78** Encourage shared driveways for parking and loading between developments where possible.
- SP-GL-79** Locate and cluster trash, storage and loading areas away from public view, preferably within the trash/recycle generating building, to be accessed by alley or side streets, where possible. Where these areas front onto a side street, ensure they are screened and well-integrated into the building design.
- SP-GL-80** Locate and cluster utility boxes away from public view, preferably at the rear of a property or along alley easements. Screen utility boxes from view if located along public streets or spaces. Utility boxes can also be located within insets of buildings and accessible via a door to screen the equipment.

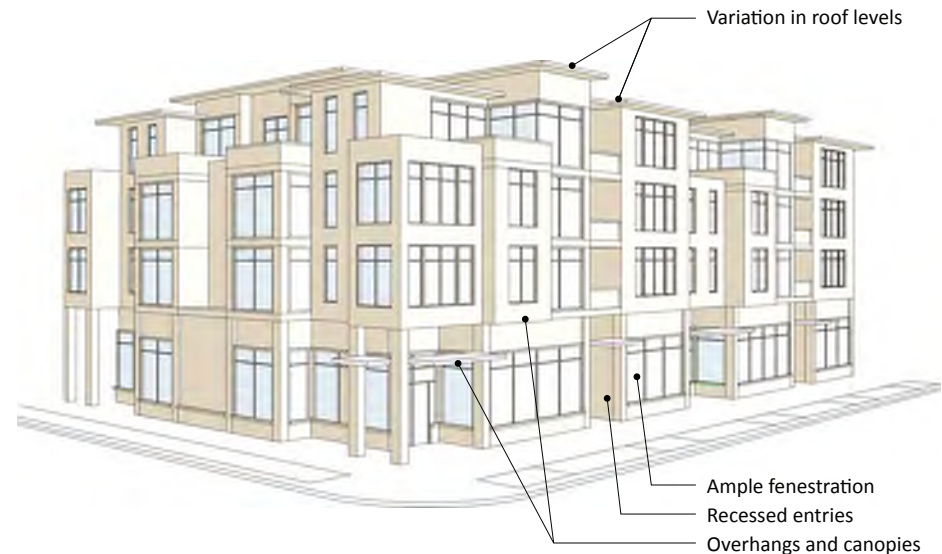
Provide and design areas on site for the location of meters and grease traps and ensure easy access by service vehicles. Where these areas are in the public domain, ensure they are well integrated into the streetscape design.



Minimize curb cuts off of streets and align entrances to alleys, parking lots or structures and loading areas.

4.6 BUILDING DESIGN

The form, character and function of building design, particularly at the ground level, establish the visual and physical experience of the public realm. Buildings that are well-articulated and differentiated with breaks and changes in massing and materials provide a visually stimulating backdrop to the public realm. They also provide opportunities for interaction between the pedestrian and internal building environment through frequent entries and ample windows. The following guidelines ensure that development within the Station Area will provide an engaging, visually stimulating environment for all users.



Facade articulation and variety helps to define the public realm. Cherry Creek, Denver, CO

BUILDING DESIGN GUIDELINES

Massing and Articulation

- SP-GL-81** Ensure that building design is not plain and massive. Provide vertical and horizontal articulation in building mass with:
- Step-backs at upper levels,
 - Ground floor arcades and second-floor galleries or balconies,
 - Pronounced recesses and projections,
 - Changes in materials, color and transparency,
 - Building modules defined by color, height and massing, and
 - Variations in roof form and height.
- SP-GL-82** Step back upper stories above three stories to allow for light and visual access to the sky and to reduce the overall mass of buildings.
- SP-GL-83** For buildings five stories or more, establish a distinguishable bottom, middle and top.
- SP-GL-84** Distinguish the ground floor of the building through the use of materials, massing, or articulation of the façade. The ground floor should address the street through entries, windows, articulation and building orientation.
- SP-GL-85** Accentuate building corners to highlight gateways, key intersections, plazas and parks through changes in massing, façade orientation and location of primary building entries.
- SP-GL-86** Ensure roof forms reflect and follow building massing and articulation. Roofs should be a combination of gables, flat/parapet and hips (not encouraged for Pedestrian-Oriented Street Frontage) to provide visual interest, particularly as they may be visible from higher elevations to the north.
- SP-GL-87** Encourage flat and low-pitch roof forms along Pedestrian-Oriented Street Frontage and commercial/mixed-use areas. Ensure that parapets at flat roofs have strong cornice detailing, to provide scale, depth and visual interest.



DG-20: Building stepbacks at upper levels break up larger building masses and create visual interest.



DG-24: Example of roof forms following building massing.

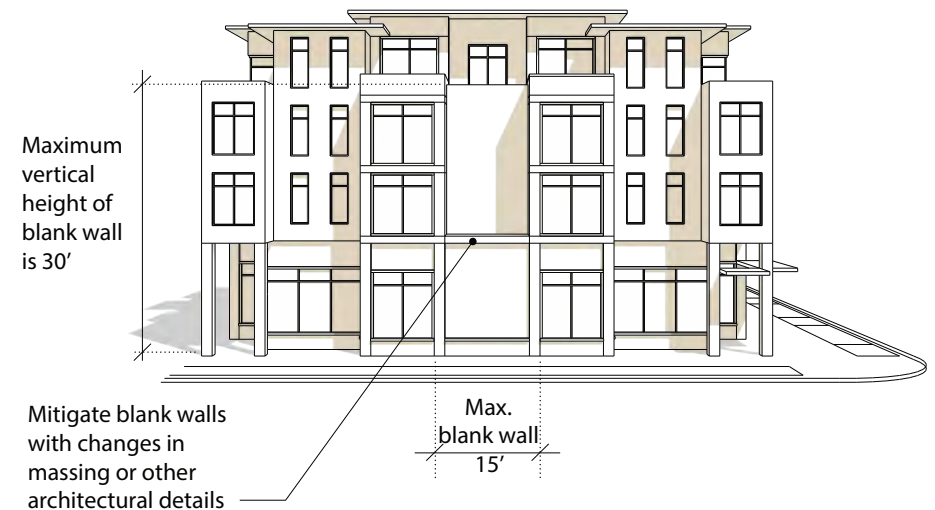


DG-23: Examples of emphasized building corners.

- SP-GL-88** Vary roof forms, heights and massing on the same block to exhibit variation and visual interest.

Architecture

- SP-GL-89** Design building façades with ample articulation and windows. Ensure that design and construction materials maintain a “360-degree design” character, including along mid-block pedestrian connections.
- SP-GL-90** Ensure that large developments that extend over a block appear to be multiple buildings to provide visual interest. Building design should incorporate changes in materials, color, plane, massing, roof type and heights. Variation in design elements at the ground floor should be emphasized, such as through changes in materials and slight variations in ground floor height and building base.
- SP-GL-91** Integrate all elements of building design, ensuring that windows, balconies, entrances, signs and lighting have regular patterns and that variations in shape and proportion relate to changes in building massing, internal function and materials. However ensure that this is not monotonous.
- SP-GL-92** Limit blank walls facing onto residential streets, parks, plazas and streets designated with Pedestrian-Oriented Street Frontage. Reduce the prominence of blank walls with architectural details and/or changes in materials or massing.
- SP-GL-93** Shade sidewalks with a combination of building projections, overhangs, awnings and/or arcades.
- SP-GL-94** Maintain a consistent building base height(bulkhead) between 18 and 36 inches above ground level, except at clear interruptions of building form such as at entries, storefronts, building lobbies, stair enclosures and other unique interior functions. Differentiate base walls from the wall materials above by:
- Offset plane, such as a thicker wall or material,
 - Change in texture, pattern, material, or color, and/or
 - Significant visual reveal, ledge, or sill.



- SP-GL-95** Where buildings must respond to site grading and topography, design the building to follow the general topography of the grade line along the building. Accommodate changes in topography by stepping roof heights and building massing.
- SP-GL-96** Brick should be the dominant building material with combinations of other building materials for plane changes, edges, accents etc. Buildings and developments should be reviewed on a case-by-case basis to determine the appropriate mix of materials, color and texture.

BUILDING DESIGN GUIDELINES

Entries and Façades

SP-GL-97 Design building entries so that they are easily identifiable and accessible from the street and sidewalk. Ensure that overhangs, landscaping and other building elements do not obscure visibility.

SP-GL-98 Locate awnings, canopies and overhangs above entries and storefront windows. Internally illuminated canopies are not permitted.

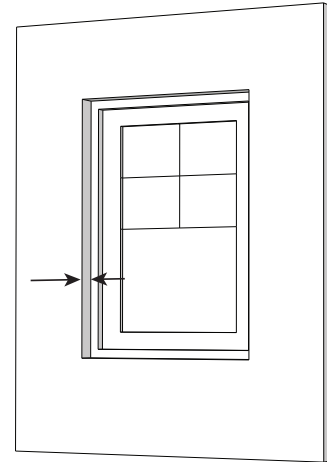
SP-GL-99 Orient primary building entries and façades to the street edge, pedestrian connections, plazas or parks to ensure “eyes on the street.”

SP-GL-100 Provide for relief and shadow at entries and windows. For façades composed of masonry, stucco, concrete or similar materials, recess windows and doors a minimum of four (4) inches from the exterior façade. Flush window placement is not encouraged with these materials.

SP-GL-101 Use clear and non-reflective glass. Tinted and reflective glass is not encouraged, even at upper levels.

SP-GL-102 Encourage the use of operable windows on upper floors that allow natural ventilation.

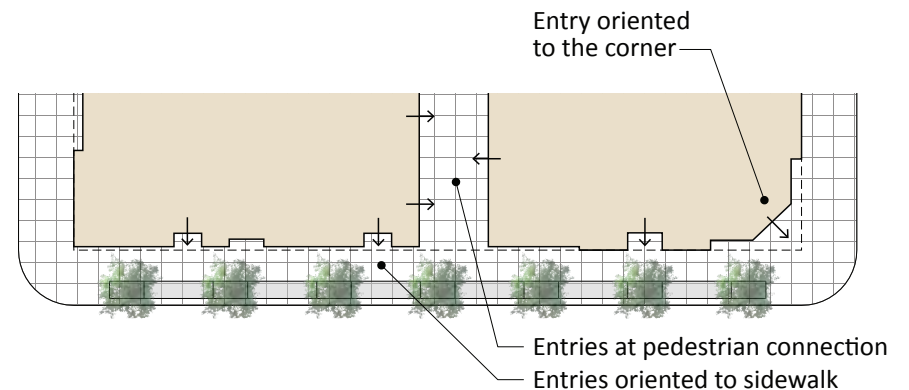
SP-GL-103 For individual windows above the ground floor that exceed 25 square feet, consider providing at least one horizontal or vertical mullion or joint.



Provide a minimum recess of 4 inches at entries and windows.



Emphasize building entries at corners with changes in building massing, awnings and other architectural details.



BUILDING DESIGN GUIDELINES

Materials and Color

- SP-GL-104** Use high quality materials that convey a sense of integrity, permanence and durability, such as brick, stone, stucco, metal and wood. Use of synthetic stucco (made from acrylic resins and painted), and concrete masonry units is not permitted.
- SP-GL-105** Use changes in building materials and colors to accentuate articulation, building base, parapets, bays, arcades and structural elements.
- SP-GL-106** Devise a color palette that reinforces building identity and complements changes in plane and materials.
- Lighter, muted colors should be used for upper floors and roofs to achieve greater light reflectance and cooling efficiency.
 - When used, strong, bright colors should be employed as accent colors.



Existing brick buildings in the surrounding South Westminster area express a sense of permanence.

4.7 BUILDING AND USE TYPE

The design and character of developments and individual buildings play an important role in the way they are perceived and operate within the public realm. Mixed-use and retail development invite pedestrian interest and activity with large storefront windows, enhanced detail and materials at the ground level, and activities that extend onto the sidewalk. Residential development, on the other hand, seeks to provide a transition between the public and private realm with stoops and porches, landscaping and raised ground floors.

The following design guidelines articulate unique principles for specific building and development types. Specific use types are applicable to more than one building type— the Pedestrian-Oriented Ground Floor Retail use type applies to mixed-use buildings with office, hotel and/or residential uses above as well as commercial buildings along streets designated with Pedestrian Oriented Street Frontage.

BUILDING AND USE TYPE GUIDELINES

Pedestrian-Oriented Ground Floor Retail

- SP-GL-107** Design ground level retail spaces to accommodate a variety of active uses:
- Ensure that adequate depth for retail spaces is provided— minimum 60 feet (40 feet for parking garage wraps).
 - Equip retail buildings with necessary infrastructure like gas lines, water hook-ups, grease traps etc., to accommodate food service establishments.
- SP-GL-108** Provide ample windows and frequent entries at the ground floor. Large, transparent storefront windows are strongly encouraged.

SP-GL-109 Employ traditional, pedestrian-scaled design elements to provide interest and interaction at the ground level, such as:

- Large storefront windows for display;
- Clerestory and transom windows above entries and storefront windows;
- Sign band;
- Parapet cap or cornices; and
- Recessed central or angled entrances at corners.

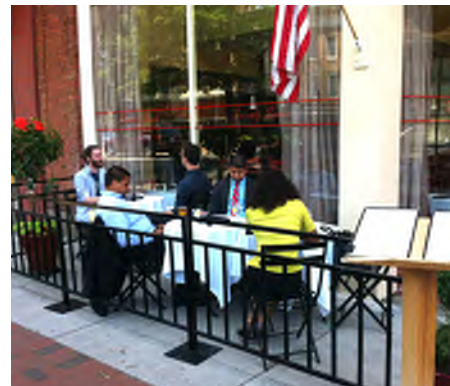
SP-GL-110 Differentiate storefronts with variations in façade, building elements like awnings and materials. Storefronts should have a unique character and signage representative of individual tenants.

SP-GL-111 Recess entries along façades that are built to the property line.

SP-GL-112 Encourage extension of restaurant uses onto the pedestrian walk. Define outdoor eating areas by unique railings with an open, transparent design.



Traditional elements like large storefront windows, sign bands, recessed entries, awnings, kick plate, and parapet cap creates interest and detail in these storefronts.



Outdoor seating, railings, awnings and other pedestrian amenities along the sidewalk help to activate the street.



Storefront windows should invite views into interior spaces.

BUILDING AND USE TYPE GUIDELINES

Office/Technology

- SP-GL-113** Encourage activation of the ground floor with retail, restaurants and services.
- SP-GL-114** Design the floor-to-ceiling height of the first floor to accommodate non-office uses, (such as retail uses) and for future flexibility, conversion or reuse.
- SP-GL-115** Incorporate elements such as awnings, arcades and porticos along street-facing façades.
- SP-GL-116** Provide ample windows on upper stories to ensure visual interest and maximize natural lighting within the interior.
- SP-GL-117** Employ vertical design elements and changes in roof height to break up large horizontal floor plates.
- SP-GL-118** Articulate building massing with step-backs in vertical and horizontal planes.



Changes in massing, ample fenestration, and vertical design elements break up the mass of these office buildings.



Mixed use buildings should have an active ground floor level with residential, office or other uses above.

Mixed-Use

- SP-GL-119** Ensure that the ground floor maintains an active frontage especially along Pedestrian-Oriented Street Frontage, as described in the standards and guidelines for Pedestrian-oriented ground floor retail.
- SP-GL-120** Accommodate residential, office, or hotel uses above ground-floor retail space.
- SP-GL-121** Locate ground floor and upper floor entries within the primary façade. Prominent retail entries should be located at the building corner. Secondary residential entries may be located adjacent to parking or along pedestrian paseos (mid-block connections).
- SP-GL-122** Provide a pedestrian linkage from internal parking structures and lots to the sidewalk and primary building façade.



Residential - General

SP-GL-123 Maintain an active frontage on façades that face onto streets, pedestrian connections, plazas and parks. Use elements such as stoops, porches, large windows, bay windows and balconies.

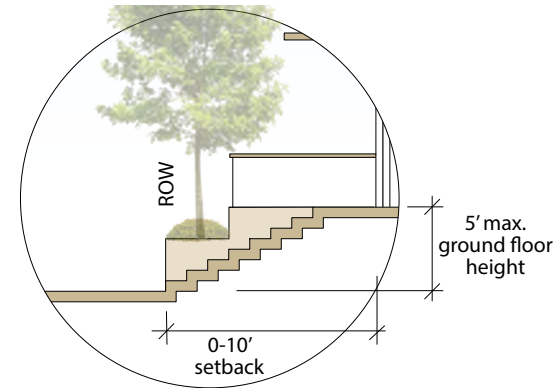
- For multifamily buildings, provide individual or shared entries.
- For townhomes, provide individual entries for each unit.
- Where development directly abuts a pedestrian connection, plaza, or park, provide a transition zone with seating areas, landscaping and/or artwork to create a physical and visual separation between the public and private realm.

SP-GL-124 Elevate the first floor of residential uses up to 5 feet above the sidewalk grade to allow for sub-grade parking and increased unit privacy.

SP-GL-125 Provide 0 to 10-foot landscaped setbacks from the right-of-way edge for privacy and enhancement of individual entries and stoops. Raised planters and low walls or fences of wrought iron, stone, or brick may be used to further define the residential zone.

SP-GL-126 Design building façades to articulate individual units, through the use of bays, articulation of planes, clustering and rhythm of windows, changes in roof styles and heights, and placement of entries, stoops and balconies.

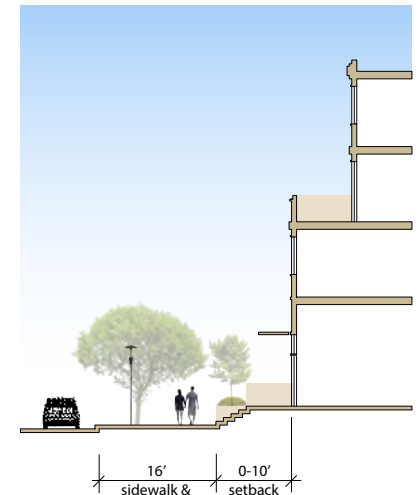
SP-GL-127 Design developments to allow ample light and space for units facing onto interior courtyards. Also ensure that building orientation and massing provides adequate shading, solar orientation and air circulation.



Elevate the first floor of residential uses up to 5 feet above the sidewalk grade



Design of multifamily buildings should articulate individual units through design and massing.

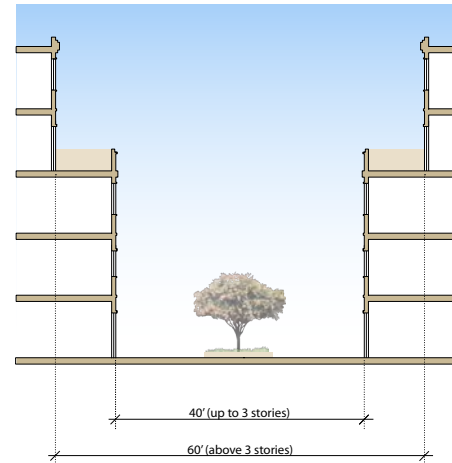


Residences should be oriented to the street and to public spaces with entries and ample "eyes on the street."

BUILDING AND USE TYPE GUIDELINES

Residential - Multi-family Buildings

- SP-GL-128** Provide a mix of unit types—consider designing a portion of the ground level frontage of all multi-family developments to be townhomes or flats with individual or paired entrances to enliven the streetscape.
- SP-GL-129** Creatively highlight mid-block shared vehicle and/or pedestrian entries to internal courtyards and/or parking through building design.
- SP-GL-130** Locate parking internal to the block, in structures or parking lots that are wrapped or not visible from the street edge.



Left: Allow ample distances for light and ventilation. Above: Mid-block vehicle entrance to residential parking.

Residential - Townhomes

- SP-GL-131** Break up the massing of each individual façade into three or four distinct elements—entry, primary façade, one-or-two story articulated element and roof form.
- SP-GL-132** Enhance individual unit entries with porches, stoops and massing. For units located at the block corner, locate entry at corner. Unit entries may be clustered around a courtyard along the street.
- SP-GL-133** Provide rear-loaded or alley-loaded garages away from the primary street frontage.
- Front-loaded garages are not permitted.
 - Conversion of detached garages to living space is not permitted.
- SP-GL-134** Encourage larger balconies or deck spaces and/or semi-private front yards for units without rear yards to maximize livable outdoor space.
- SP-GL-135** Enhance alley access to garages with functional open space, either in the form of a woonerf (shared pedestrian and vehicular street) or semi-public open space. Use landscape elements such as planters, raised planters, pots, etc., to distinguish individual garage entries and pullout areas.



Top left: example of ground level frontage design for multifamily developments. Bradburn Village, Westminster. Top right and bottom left: Breaking up townhome façades into multiple elements provides greater interest and opportunity to distinguish one residence from another. Bottom right: Example of a woonerf, Georgetown, Washington. See the Appendix for more description of a woonerf.

Public/Institutional

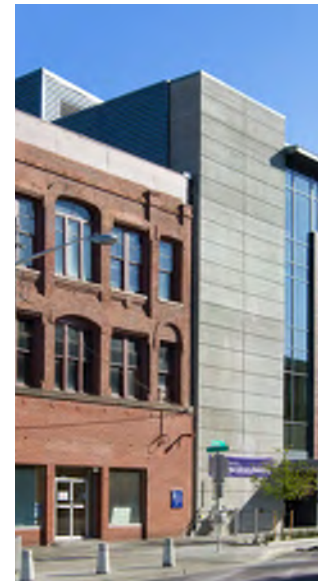
SP-GL-136 Ensure that access to buildings with public and institutional uses is visible from the street, with clearly marked entrances and pedestrian pathways.

SP-GL-137 Line public street-, park- and plaza-facing façades with ample windows.

SP-GL-138 Define public buildings with a prominent entrance with architectural and landscape features, such as tower elements, canopies, columns, recesses, plazas, public art installations and landscaped open spaces.



Public/Institutional buildings are given prominence to create an identity and to help with wayfinding.



4.8 ADAPTIVE REUSE OF EXISTING BUILDINGS

EXISTING PROPERTIES AND FUTURE NON CONFORMANCE

The vision for the Station Area is for a transit-supportive mixed use district. This will result in increased day and evening populations, new ridership generation and commercial uses that support a mixed-use district. The current predominant uses (and resultant structures) are geared towards light industrial, auto service and sales, and storage.

As the Station Area develops, a number of the structures and their uses will become nonconforming to the standards and policies established by this Specific Plan.

Non-Conformance of Use

Some of these existing uses in the Station Area will become Legal nonconforming, according to Section 11-4-15 of the Municipal code after adoption of this Specific Plan – encompassing uses that were conforming prior to the change in zoning, or are no longer consistent with the current zoning. These can still operate as legal nonconforming uses within the following parameters:

- Existing uses may continue operation.
- If property is vacant longer than one (1) year, then the use shall not be reinstated.
- Minor¹ property and façade improvements are permitted.
- An existing nonconforming use may not alter the structural components of the structure.

Existing Structures

To promote the reuse of existing structures in the Station Area, new uses (which are allowed according to this Specific Plan) may be located into existing structures, regardless of non-conforming height and/or setback. However, expansion or extension of the existing structure would require compliance with the regulations established by this Specific Plan. Alterations to façade, including window, door, and other modifications, are permitted within the existing building envelope. Specific design and development standards and guidelines for adaptive reuse have been outlined later in this section.

¹ “Minor” shall mean work to maintain the health of the building through painting, repair of existing features, and landscaping. Upgrades for building and fire safety will be permitted.



Industrial buildings in the Station Area can be re-purposed for new uses.



Examples of adaptive reuse of an industrial building in the (River North) RINO District of Denver.

Adaptive Reuse and Parking

The creation of additional parking on-site to serve new uses will be a challenge given the existing lot sizes and configuration within the Station Area. Sites originally designed to house light industrial operations and small offices will need to accommodate the parking demands of much more intensive uses. For sites with limited area, additional parking will need to be provided off-site – either on-street or in satellite parking areas. More of this is discussed later in this section.

Adaptive Reuse Mechanisms

Buildings selected for reuse generally have an architectural character worth preserving on the basis of aesthetic merit. The Station Area today is comprised of primarily single-story automotive garages, light industrial and self-storage with utilitarian design, lacking the architectural detailing commonly found in adaptive reuse projects.

Since the underlying concept of adaptive reuse is to maintain the original look and feel of a building, it is best to think of these projects as templates upon which new additions may be attached to serve new uses while adding up to date architectural

detailing. As the Station Area intensifies in population and becomes a destination, demand for retail space will increase. For example, in the Denver Metro area micro and craft breweries, in particular, have transformed industrial buildings into brewery spaces with tap rooms. Other uses that have been explored include restaurants, artists galleries and lofts, dance halls etc.

Another example of reuse is found in the River North (RiNo) section of north Denver where developers have transitioned previous industrial buildings into a mix of uses from commercial to residential. In general, new construction of commercial space comes with a higher development cost than reuse.

Since many of the existing buildings in the station area are relatively new, they are more likely to meet current building and fire codes, making their reuse even more economically viable. Looking at the long term, investors may see the purchase of these properties as a holding strategy for future redevelopment. Leasing them out in the meantime to retail or office users may be more desirable as new commercial demand arises.

Older buildings generally mean lower rents, so adaptive reuse can be seen as a strategy for maintaining existing



Before: Existing structure in the Station Area (located on the southeast corner of 72nd Avenue and Julian Way) with potential for adaptive reuse



After: Artist's impression showing improvements and strategies for adaptive reuse

businesses and attracting new local businesses. The evolution of the community will be much less abrupt than it would otherwise be with a clean-slate redevelopment. The retention of existing buildings will create a unique and eclectic character while encouraging acceptance by the surrounding community.

Sustainability

Adaptive reuse comes with an embedded aspect of sustainability. Taking existing buildings and re-purposing them reduces building materials ending up in landfills and the energy needed for construction.

ADAPTIVE REUSE GOALS AND POLICIES

GOALS

- SP-G-15** Re-purpose and reuse existing structures in the Station Area (where feasible) as part of the new urban fabric in the short term.
- SP-G-16** Create incremental development changes in the Station Area by slowly phasing out existing uses and structures.
- SP-G-17** Embrace an eclectic mix of architectural language and a variety of development types.

POLICIES

- SP-P-96** The building owner should identify, inspect, and ensure the structural integrity of buildings prior to renovations and occupancy for new uses.
- SP-P-97** During redevelopment, the building owner should inspect buildings and sites to ensure they do not harbor hazardous materials including asbestos, lead, underground tanks, or utilities, that limit certain types, or prohibit all types of occupancy.
- SP-P-98** At time of redevelopment, City staff will determine acceptable landscape improvements for new uses on a case-by-case basis.



Transformation of a generic warehouse structure into an office space. Rehoboth Beach, Delaware. Courtesy: www.ecobuildingpulse.com



Former machine shop, renovated and re-purposed into a bar, restaurant and full-production brewery. Located at 620 Treat Street, San Francisco, CA. Courtesy: www.savethehill.com

ADAPTIVE REUSE GUIDELINES

- SP-GL-139** Ensure that buildings are structurally sound, and not adversely affected by renovation and construction activity.
- SP-GL-140** Improve building façades and materials and provide new openings that provide visual connections between the street and the interior to encourage pedestrian activity.
- SP-GL-141** When additions occur, ensure that it is compatible in scale, material, and character of the existing building. A complementary architectural expression may be accepted and will be reviewed on a case-by-case basis.
- SP-GL-142** Consider providing uses that activate the streetscape and engage the pedestrian. This may include coffee shops, restaurants, brew pubs etc.
- SP-GL-143** Provide streetscape improvements within existing setbacks - this may include landscaping and street furniture. These will be evaluated on a case-by-case basis to determine acceptable minimum requirements.
- SP-GL-144** As building uses change, ensure that utilities, service provision, and infrastructure are adequate and available to ensure the safety of occupants, without having a negative impact on the City's systems.
- SP-GL-145** Identify structures that have a historical value or community identity and ensure that reuse and renovations to these structures do not have negative impacts on the cultural heritage of the Station Area.
- SP-GL-146** Ensure that the adaptive reuse process is sustainable – requiring minimal energy and new material to re-purpose. Also adopt best practices for sustainable design and construction for renovations.

ADAPTIVE REUSE STANDARDS

- SP-S-33** Require that all utilities, infrastructure and services provided for the new use meet the City's standards for that particular use (for instance a grease trap addition shall be required for a new restaurant use).
- SP-S-34** Require that electrical, plumbing, and mechanical systems provided meet the standards in the building code; Allow flexibility and creative solutions if they do not hinder, waive or relax fire and life safety issues.
- SP-S-35** Existing uses that become legal nonconforming after the adoption of this Specific Plan shall be allowed to remain. An existing nonconforming use shall not alter the structural components of the structure. Work to maintain the health of the building through painting, repair of existing features, and landscaping shall be permitted.
- SP-S-36** Any façade changes involving greater than 25 linear feet of exterior wall facing a public right-of-way shall comply with development standards set by this Specific Plan.
- SP-S-37** New openings or alterations to existing openings in the exterior walls of buildings shall be made to comply with the requirements for new construction as defined by the City's Building Code.
- SP-S-38** New signage, on buildings that are being reused, shall comply with the Signage Guidelines provided in this Specific Plan. Existing signage on buildings that are not being reused shall comply with the requirements in the City of Westminster Sign Regulations. (W.M.C. Title 11-11)

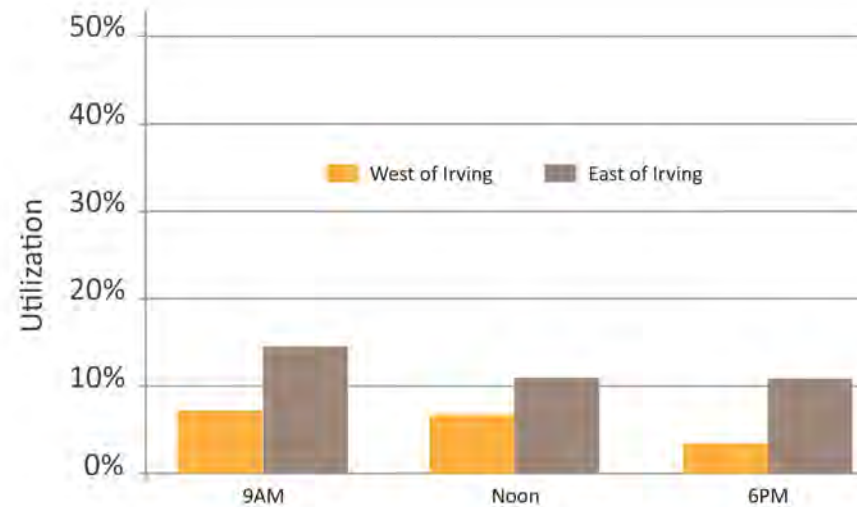
4.9 PARKING

This Specific Plan implements the parking strategy to create the high intensity, vibrant urban district, that has been envisioned for the Station Area. This adopted parking strategy will foster higher intensity development while allowing for a phased approach that satisfies a parking demand for the first and future phases of development.



Top: Suburban approach to parking provision where all parking is provided on site. This is typical of current development in the Station Area.

Bottom: Urban approach showing consolidation of parking in a parking garage.



Observed on-street parking in the Station Area, showing utilization east and west of Irving Street. Fox Tuttle Hernandez (FTH) Study 2014

TRANSITION FROM SUBURBAN TO URBAN MODEL

In typical suburban and low density developments, parking spaces are provided on the same site as the primary use. This is suitable for suburban development typologies given the high availability of land and the fact that a majority of users travel by private automobile. However, providing all of the required parking on-site in a surface configuration impacts the built form, leading to a low-density setting where buildings are spread out and separated by large expanses of parking. Development in the Station Area has generally followed this pattern with parking provided on site next to uses. This trend must change

to achieve the vision for the area. In a suburban philosophy, all parking impacts are mitigated completely on site. By contrast, in an urban approach parking is “pooled” into a centralized location allowing for a more continuous urban development pattern. Parking is not necessarily located directly adjacent to the associated use, but can be easily accessed by walking.

In these locations, public street parking is also utilized to accommodate parking for development, thereby allowing parking demand to be met on the street. Utilizing a more urban approach to satisfying regulatory requirements is one step in helping to encourage reinvestment in the Station Area.

PARKING SPACE REQUIREMENTS AND STRATEGIES

There is no parking shortage in the short term in the Station Area assuming on-street parking would be allowed to meet parking demand. Existing parking supply is currently characterized by low intensity development, and is ripe for reinvestment and intensification.

The Station Area has several smaller building parcels that may provide limited on-site parking if buildings are adaptively reused. It is believed, from the Fox Tuttle Hernandez (FTH) Study that there is a multi-year (probably more than 5 years) supply of street parking to accommodate growth and development in the Station Area, before the area can be characterized as “impacted”– with a need for additional supply of parking.

This scenario is expected when the Station Area experiences the rapid growth of restaurants, shops, and other commercial businesses, in the mid term of development. Strategies for managing parking in the Station Area are discussed on the following pages:



SHORT TERM (< 3 YRS)

- Existing and new on-street parking
- Station Garage
- No parking shortage
- Parking Space Equivalents used
- Commence “land banking strategies”



MID TERM (3-5 YRS)

- On-street parking
- More surface lots available – transitioning to structured
- Demand increasing



LONG TERM (>5 YRS)

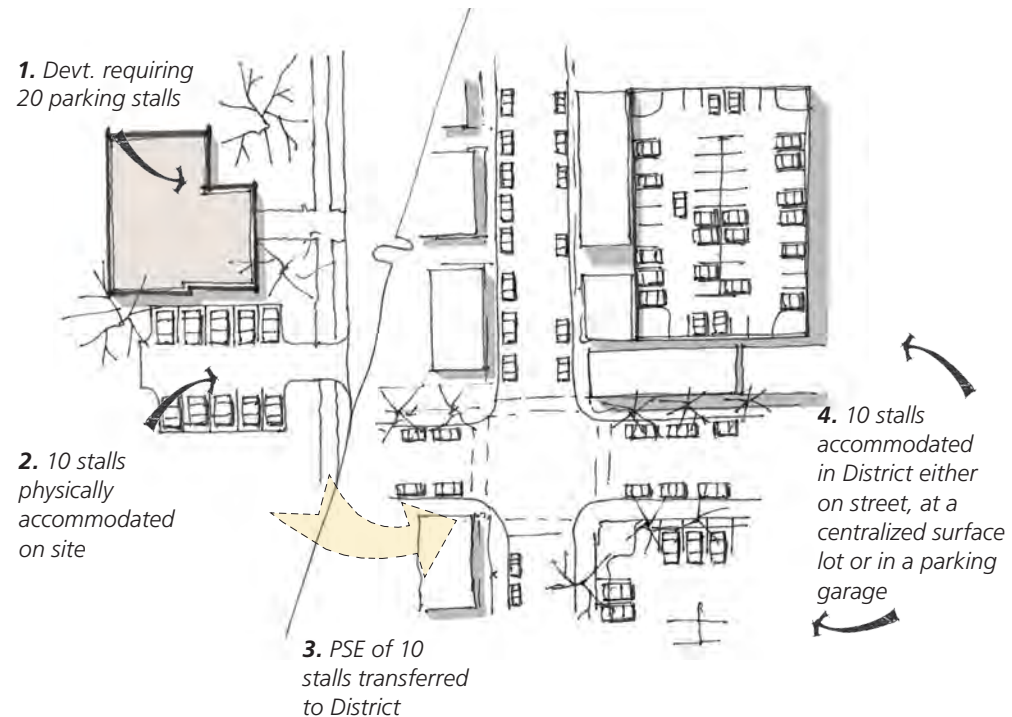
- On-street
- Surface parking
- Garage parking
- Off-Site locations
- Utilize “land banked” sites

SHORT TERM

Parking Space Equivalents

The desire for new uses which may require more parking on otherwise smaller existing lots will necessitate the creation of Parking Space Equivalents (PSEs) in the short term. The PSEs will be offered as a means to facilitate re-investment in the district (this could either be a General Improvement District or a parking District). A PSE is a one-for-one trade of required stalls for a use to be transferred off-site to a centralized location, (or onto the street), when the parking cannot be physically accommodated on the site.

For example, if a development required 20 stalls to serve it, and only 10 could be physically be accommodated, the remaining 10 stalls could be purchased from the district, which would own, operate, and manage those 10 stalls. The 10 stalls will be included in the pool of parking being provided by the district that can be utilized by all participants in the district who are located within the district and pay the district tax. See illustration below:



Parking Garage

The Regional Transportation District (RTD) and the City of Westminster, through an Inter-Governmental Agreement (IGA), are providing a parking garage to serve the Station Area. The parking garage is owned and will be maintained by the City. This garage has been completed and provides about 630 parking spaces in the short term. About half of these spaces, 350, have been dedicated for the exclusive use by RTD patrons from 6:00 a.m. to 6:00 p.m. on weekdays and 100 spaces from 6:00 a.m. to 6:00 p.m. on weekdays and weekends. The garage is designed to expand to a full capacity of about 1,050 stalls in the future.

On-Street Parking

As earlier mentioned, there is ample on-street parking available on most streets in the Station Area and these are expected to support parking demand for about five years.

Land Banking for Future Parking

A number of sites in the Station Area and the immediate vicinity are potential candidates for future redevelopment. Some of these parcels can be consolidated and acquired in anticipa-

tion of future parking demands. The City can use Land Banking strategies to acquire some of these parcels and to include them in the GID's parking program pool. These surface lots can later be developed into building pads and parking structures.

MID TERM

Demand for parking is expected to increase in the mid-term as more development comes into the Station Area. Properties will be consolidated to accommodate larger buildings; increasing population and employment. Parcels that become available may serve as surface parking lots for a while prior to development. On-street parking will continue to supply parking in the Station Area.

LONG TERM

At full build-out, parking demand is expected to increase. Parking will be accommodated on-street; and in parking garages. Sites that had been land banked earlier, either in the Station Area, or on adjacent parcels, will be utilized to help meet the parking demands.



Parking garage wrapped with mixed-used development. Emeryville, CA

GENERAL IMPROVEMENT DISTRICT

As mentioned earlier, a General Improvement District (GID) will be established for the Station Area. This GID will include a parking program to manage parking. The parking program will comprise parking facilities and on-street parking. A study was conducted in 2014 by Fox Tuttle Hernandez to determine the mechanisms of this parking program. Within the district, provision of public consolidated/shared parking facilities would allow for collection of cash in-lieu of parking fees, which would help fund the construction and maintenance of facilities to serve the district. Cash in-lieu of parking fees would also

provide an incentive for redevelopment of smaller parcels with limited parking options.

Additional future shared parking facilities in the district would create opportunities to maximize development intensity and activity closer to the transit station while still providing adequate parking supply. Establishment of the parking program would maximize opportunity for shared parking in the Station Area. For example, office uses that occupy spaces during the day would provide evening and weekend capacity for retail and entertainment uses, thus reducing the overall amount of parking spaces needed to meet the varying peak hour demands of each use.

Table 4-2: Off-Street Parking Standards

Land Use	Parking Requirement
Residential	
Single Family Attached	2.0 spaces per unit
Multiple Family	1.25 spaces per unit
Non-Residential	
Retail	3.0 spaces per 1,000 sqft
Office	3.0 spaces per 1,000 sqft

Note: Square feet represents gross floor area.

PARKING GOALS AND POLICIES

GOALS

- SP-G-18 Establish parking standards that reflect the Station Area’s access to transit and mix of uses.
- SP-G-19 Employ parking management measures that reduce the need for parking in the Station Area, including shared parking arrangements between multiple complementary land uses.

POLICIES

- SP-P-99 Ensure off-street parking provision for new uses are consistent with Table 4-2: Off-Street Parking Standards.
- SP-P-100 Construct the Station Area parking garage to accommodate a minimum of 660 spaces, with the possibility of approximately 1,050 spaces at full build out.
- SP-P-101 Explore the establishment of a General Improvement District (GID) which will include a parking program to provide parking.
- SP-P-102 Modify the WMC to allow for a cash in-lieu of parking fee to help fund a public parking structure and/or district.
- SP-P-103 Regulate on-street parking to ensure high turnover and availability in retail areas and to allow moderate turnover for guest parking in residential areas, and prevent RTD patrons from using on-street parking. Adopt a mechanism, such as residential parking permits, for regulation of parking turnover.
- SP-P-104 Encourage car-sharing within the Station Area by designating on-street parking spaces close to the transit station for car-sharing providers (i.e. eGo CarShare or OccasionalCar).
- SP-P-105 Ensure that larger parking facilities provide car-charging stations for electric vehicles and preferential parking for carpooling, vanpooling and car-sharing vendors, as appropriate.
- SP-P-106 Designate residential parking spaces in parking facilities that serve mixed-use developments.

- SP-P-107** Implement a parking wayfinding system that identifies public parking locations. Wayfinding to be administered by City. Utilize mobile phone applications and other technologies to facilitate finding available parking spaces in the Station Area.
- SP-P-108** Provide adequate public, on-street disabled/accessible parking spaces and an accessible path of travel to adjacent uses.
- SP-P-109** Implement a monitoring schedule to support parking management program.

PARKING GUIDELINES

General

- SP-GL-147** Reduce the visual impact of parking by encapsulating by or within buildings and locating it away from residential uses, parks, plazas and Pedestrian Oriented Street Frontages.
- SP-GL-148** Provide well-lit, visually unobstructed pedestrian entrances to ensure safety and minimize conflicts with bicyclists and vehicles. Entrances to parking should be well-defined with easy-to-read signage and lighting, but minimized in scale to not disrupt pedestrian flow and activity.
- SP-GL-149** Locate signage for parking near intersections with primary streets so that parking is easy to find throughout the Station Area. Incorporate directional signage to parking into the Station Area wayfinding scheme. Minimize pole clutter by co-locating signs.
- SP-GL-150** Use permeable pavement, or similar materials, where practical, that reduce storm water run-off, for driveways, pathways and street and surface parking areas.
- SP-GL-151** Locate bicycle parking near building entrances and exits and transit stops. Bicycle parking areas should be secured, well-lit and weather-protected.

Surface Parking Lots

- SP-GL-152** Locate surface parking lots at the interior of a block, as opposed to more visible corner locations. Orient buildings to obscure views to parking.
- SP-GL-153** Where parking lots do front onto a street, encourage the provision of a landscaped buffer and other architectural elements, such as trees, shrubs, trellises, pergolas, low walls and public art along the perimeter of the lot to screen cars from public view.



Ample landscaping along a surface parking lot will reduce visibility to parking.



Shaded pedestrian walkways improve walkability through surface parking lots.



Bicycle parking should be easy to access and protected from the elements.



Entrances to parking should be well-marked and not disrupt the pedestrian flow

Parking Structures

SP-GL-154 Where parking structures are wrapped with commercial or residential space, ensure that building design is consistent with the design standards and guidelines for building and use types, such as those for Pedestrian-Oriented Retail at Ground Floor.

SP-GL-155 Where not wrapped and screened by a building, integrate parking structures with the design of the rest of the development in the Station Area:

- Use the same cadence of windows and massing as in adjoining or adjacent buildings on street facing façades;
- Scale openings in the façade to match that of well-proportioned windows rather than continuous openings;
- Use contrasting, high quality materials that generate a multi-layered façade (for example, glass, perforated metal, or decorative screens);
- Utilize stair towers and pedestrian entries as opportunities to provide architectural interest through changes in massing and materials; and
- Design street facing façades to hide sloping floors within the structure interior.

SP-GL-156 When incorporated as a podium structure in residential buildings, encourage capping of podium parking structures to provide common open space and limit visibility to parking from residences.

SP-GL-157 Encourage retail or office uses at the 1st level at a non-wrapped parking structure.

SP-GL-158 Design high quality, safe parking structure interiors with:

- Ceiling heights ranging from 9 to 12 feet,
- Painted surfaces to brighten the interiors,
- Logical signage and wayfinding graphics,
- Office-quality finishes for elevators and stairwells, and
- Well-lit elevator and stair wells with ample transparent glazing where these areas are enclosed.

SP-GL-159 Encourage solar panels on the top floors of parking structures, which could also provide weather protection and shade.



Examples of two levels of development wrapped around four and five-story parking structures.

Parking garage openings and design can help integrate the structure into the surrounding building fabric.

PARKING STANDARDS

- SP-S-39** Parking shall be located on surface parking lots, within parking structures/garages or on allowed on-street locations.
- SP-S-40** Parking shall be accessed from a public or private alley when present. If no alley is present and parking access must be from the street, then access to and from the parking area shall not jeopardize the primary function of the public street or right-of-way.
- SP-S-41** Pedestrian entrances to all parking shall be directly from the street, except that underground parking garages may be entered directly from a building.
- SP-S-42** Parking design shall conform to City of Westminster's off-street parking construction and maintenance standards, handicapped parking space standards, and bicycle parking standards (see Westminster Municipal Code (W.M.C.) 11-7-4 (C)-(E)). Notwithstanding the W.M.C. parking standards, off-street parking spaces shall not be less than 9 feet wide and 18 feet long (including parking garages).
- SP-S-43** Bike parking, car-share parking, and other alternative ride vehicles shall be given priority placement on parking lots and within parking structures.
- SP-S-44** Within the core of the Station Area, on-street loading spaces shall only be provided if off-street loading is not available.
- SP-S-45** The minimum number of vehicle parking spaces required shall be determined as follows: Office, commercial, business and similar uses = 3.0 parking stalls per 1,000 sf. Residential = 1.25 per dwelling unit. Industrial + 1 parking stall per 1,000 sf. See table 4-2.
- SP-S-46** A portion of the non-residential parking requirement may be met off-site by public parking through the purchase of Parking Space Equivalents.

- SP-S-47** Require all new developments to join the General Improvement District (GID). (Exceptions will be allowed when the development meets all parking requirements on site. This will be determined on a case-by-case basis).
- SP-S-48** Provide a minimum of one tree, or the equivalent (trellis, canopy or solar shade structure that provides 150 square feet of shade), per 15 surface parking spaces. Locate trees/shade structures on landscaped islands or pedestrian connections within the parking lot. For more information refer to the landscape regulations in the Westminster Municipal Code (W.M.C.) 11-7-5: Landscape Regulations IX. A.

4.10 INFRASTRUCTURE AND UTILITIES

The availability and provision of adequate public utilities and services have a significant impact on the quality of life and sustainability of a community. Infrastructure and utilities within the Station Area accommodate water, wastewater, electricity and natural gas. As the area already has existing development, some of the infrastructure is present. However, significant updates to several utilities will be needed as new development occurs in the Station Area. Collaboration has been in place between City of Westminster Departments (particularly Community Development and Public Works and Utilities) to evaluate and project utility demand and provision for the Station Area at full build-out.

WATER, SANITARY SEWER AND DRAINAGE SYSTEMS

Water

The City of Westminster currently provides water to the majority of the Station Area. Existing water lines include pipe sizes ranging between 6 and 12 inches in a network throughout the Station Area. These include a recently-installed 12-inch pipeline along Irving Street and 71st Ave-

nue, which was designed to meet the needs of future higher intensity development in the Station Area. Improvements to water tap lines to individual developments will likely be necessary in order to accommodate the increased water needs of higher intensity uses. For properties currently served by the Crestview Water and Sanitation District, the City is currently facilitating the transfer of these properties over to City of Westminster utilities.

Sanitary Sewer

Sanitary sewer facilities in the Station Area are provided by the City of Westminster. Existing sanitary sewer lines in the Station Area include pipe sizes ranging between eight and 15 inches. Upgrades to the existing sanitary sewer lines are planned within the Station Area. Similar to water, sanitary sewer infrastructure improvements will need to occur in a phased approach to serve new development as it occurs and simultaneously continue to serve existing customers in the area. A new 12-inch sewer main will be constructed around the planned Westminster Station and follow the railroad right-of-way to Federal Boulevard. This line will be completed in concert with the first phase of construction of the station

and North Station Plaza. Additional sanitary sewer improvements will be made within the Westminster Station Park and open space, including realignment and upsizing of the Little Dry Creek interceptor sewer line that serves development to the north and west of the Station Area.

Storm Water Drainage

The entire Station Area is located within the Little Dry Creek watershed. The northern portion of the planning area is divided into two basins, both of which primarily drain as surface flow to railroad culverts to the south. The Drainage Master Plan, completed in 2012, outlines improvements to the existing surface and sanitary sewer drainage systems for both basins. Water quality and detention facilities are planned for both basins. For the western basin, the Westminster Station Park and drainage area will serve as the primary detention facility. The eastern basin will flow into a water quality detention basin at the southeast corner of the Station Area, northwest of the Federal Boulevard crossing of the rail corridor. In that regard, no on-site detention or water quality will be required.

Electricity and Natural Gas

Utilities in the Station Area include electric and gas lines that are owned and operated by Xcel Energy. Since the Station Area is already developed, significant improvements to existing utilities will not be necessary. However, minor improvements to electrical lines to serve the increased intensity will be necessary.

As new development and streets are constructed and/or improved, new or additional utilities will be installed to meet projected demand, including those replacing overhead electric utility lines, which will be replaced below grade throughout the core of the Station Area. Existing utility easements may need to be re-evaluated in concert with the new planned street grid, potential park locations and urban form of the Station Area.

Similarly, minor improvements to existing gas mains that serve the area may be required to serve new, more intense development. Resizing of mains and reinforcement of surrounding lines will be examined and implemented as redevelopment of the Station Area occurs.¹

¹Craig Coon, FasTracks Project Director and Mark Staggs, Area Engineer, Xcel Energy, May 2012.

INFRASTRUCTURE GOALS AND POLICIES

GOALS

- SP-G-20** Provide adequate infrastructure to accommodate the intensification of development within the Station Area.
- SP-G-21** Minimize disruption to existing development within the Station Area for utility and infrastructure upgrades.

POLICIES

- SP-P-107** Utilize and improve existing infrastructure whenever possible. Coordinate improvements to gas, water and electric utilities with street, park and building construction to minimize impacts to existing businesses and residences.
- SP-P-108** Underground all overhead electric utilities in the core of the Station Area both along rights-of-way and through private development. Coordinate with Xcel Energy to ensure easements align with the proposed street grid and do not impact future redevelopment potential.
- SP-P-109** Ensure above-ground utility boxes, transformers and access cabinets are located away from public view along alleys or internal to the site (enclosed within building). Coordinate with Xcel Energy to ensure access areas are safe, screened and located to prioritize the urban character and high quality public realm planned for the Station Area.
- SP-P-110** As properties that are served by the Crestview Water and Sanitation District redevelop, facilitate transition of water service to the City of Westminster.
- SP-P-111** Ensure that fire flows and high quality service is available to all existing and future development in the Station Area. Work with the Crestview Water and Sanitation District to make upgrades and service changes where appropriate.
- SP-P-112** Encourage site source control and Low Impact Development (LID) procedures during construction. Reference the Urban Drainage and Flood Control District's Volume 3 for Best Management Practices.

- SP-P-113** Encourage LID design of new projects and park or open spaces. These include minimizing the effective imperviousness of the site with landscape drainage features that infiltrate, filter, store, evaporate and detain run-off close to its source, such as swales, rain gardens, vegetation rooftops and permeable pavements.
- SP-P-114** Establish a Drainage Impact Fee structure for the Station Area that will incentivize LID for all new development. Refer to the Drainage Master Plan for calculation of the Drainage Impact Fee and credits (that would reduce the fee) associated with LID procedures and design.



Little Dry Creek drainage improvements construction activity, April 2015

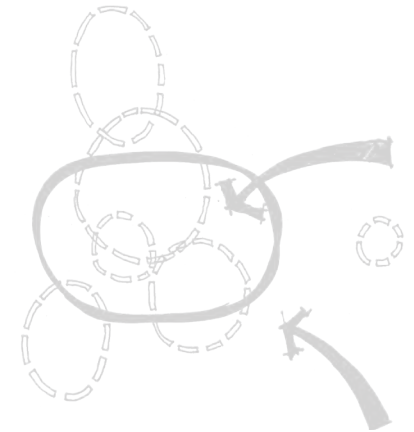
5

GREEN SPACE & PUBLIC ART

5. GREEN SPACE & PUBLIC ART

5.1 OVERALL GREEN SPACE & PUBLIC ART INTENT

The Specific Plan recognizes that access to public green space significantly contributes to the quality of life in a city. This is particularly the case in urban development where individual access to private green space may be limited. It is this Specific Plan's goal to provide public green spaces that vary in size, character, and the activities they facilitate, and are easily and conveniently accessible from all parts of the Station Area. Public art will define the Station Area as its own 'neighborhood' helping to develop and enhance it as a living, working, transit-oriented district.



5.2 EXISTING GREEN SPACE

Green space, designed as an integral part of both the private and public realms, provides a sense of place and identity for individual developments, neighborhoods and districts. Functional parks, plazas and pedestrian connections provide space for gathering and recreation, and enhance the livability and quality of the public realm. Landscaping and open space features also act as an essential tool for storm water management, passive heating and cooling and improving the aesthetic quality of the built environment. Spending time outdoors, especially in a natural setting, has physical health benefits, reduces stress and improves the mind.

The City of Westminster requires public land dedication or a cash in-lieu equivalent for residential

development as well as a park development fee. This is explained in the Westminster Municipal Code (W.M.C.) 11-6-8b/8c.

EXISTING PARKS IN STATION VICINITY

Parks within a 1/2-mile radius, or 10 minute walk, of the Station include:

- Westminster Station Park – Under development in 2016.
- Dog park in use just west of Lowell Blvd.
- England Park – Baseball, basketball.
- Irving Street Park (at the library) – Playground, horseshoe pits, open field for informal play

The closest parks to the Station Area



Early concept rendering of Westminster Station Park

outside the 1/2-mile radius are as follows:

- Skyline Park
- Torii Square Park,
- 73rd and Orchard Park,
- Fireman's Park, and
- Della Villa (future park)

Westminster Station Park

Westminster Station Park is still under design and construction as of early 2016. The intent behind the master plan was to have three separate districts/zones or themes:

- Environmental District: pond, seating areas, trails, native plants and grasses (eastern part).
- Transit District: active, urban space, seating, creek access, transit access, future pavilion overlooking the pond, trails (central part).
- Recreation District: playground (nature based), restrooms, trails (western part).

There is an existing Dog Park at the northwest corner of Lowell Boulevard and 69th Avenue which will remain.

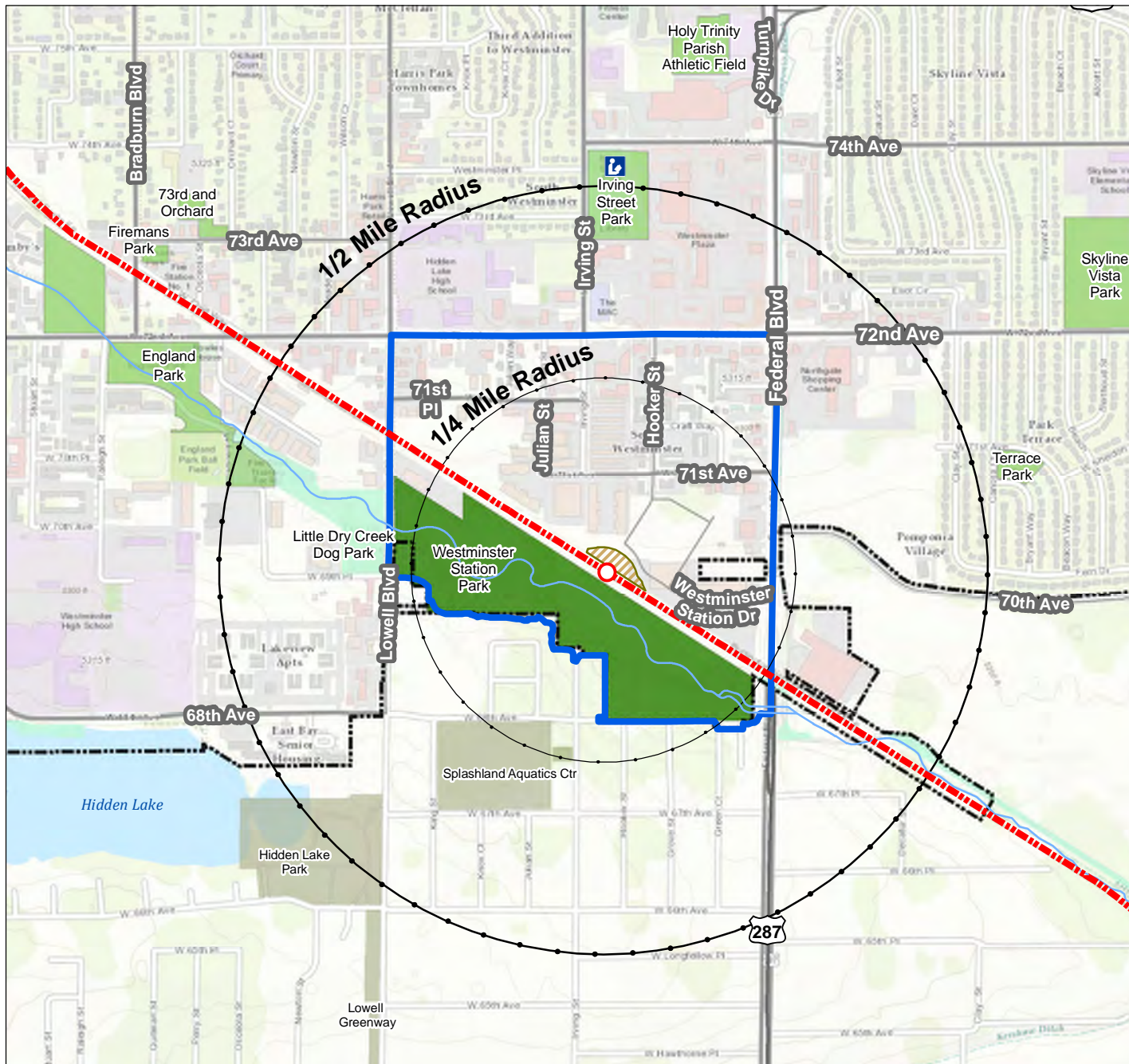


Figure 5-1:
**Existing
Parks and Open Space**

- FasTracks Station
- Rail Corridor
- North Station Plaza
- Westminster Station Area
- Westminster Station Park
- Westminster Parks
- Adams County Parks
- Westminster City Limits



0 500 1,000 2,000
Feet

The Specific Plan establishes a network of parks and public spaces that will shape the identity and character of the Station Area while enhancing the quality of life for existing and new City residents. The network builds on the City's extensive park and open space system, offering a range of small, intimate spaces, larger neighborhood and community parks, and connections to nearby open space and regional trails. The network will include a range of public and private public and green spaces that cater to both active and passive outdoor uses. Public spaces will also provide venues for civic and community gatherings and activities.

5.3 PROPOSED PARK, PUBLIC AND GREEN SPACE

WESTMINSTER STATION PARK AND OPEN SPACE

The largest park, the 37.5 acre Westminster Station Park (Park), will act as a major amenity for both existing and new residents in the Station Area and beyond (see Figure 5-1). The Park will be a regional attraction featuring active areas, an amphitheater, event spaces, playground and beautiful natural areas consisting of native plants and grasses, a xeriscape garden, a large pond and trails.

The South Station Plaza will provide access to the station platform, with pedestrian connections via the rail corridor underpass at the station platform and a pedestrian bridge across Little Dry Creek. Three parking lots, totaling 141 spaces, will provide parking for the Park. Creekside Drive will provide east-west connection to the Park between Lowell Boulevard on the west and Green Court on the east along the southern boundary of the Park. The Park will be built in phases as funding is available, with the first phase including the South Station Plaza, pedestrian bridge, parking lot, Creekside Drive, Little Dry Creek Trail and Little Dry Creek realignment.

North Station Plaza

North of the rail corridor from Westminster Station Park, a 1.7-acre transit plaza will serve transit patrons and act as a central gathering space in the Station Area. A pedestrian underpass will connect the North Station Plaza to the South Station Plaza and Westminster Station Park to the south. The North Station Plaza will include a landscaped amphitheater and performance area, central plaza space and designated space for temporary booths for markets and festivals along its periphery. Event

programming of the North Station Plaza will be focused on creating an identity for the station as a key community destination not only in South Westminster but City-wide. The integration of public art into the North Station Plaza will provide an additional attraction, and reinforce it as a community destination.

PUBLIC SPACES AND PARKS

While the Westminster Station Park and open space will act as a major community amenity for residents and workers within the Station Area, smaller public spaces and parks located in the heart of the development will provide easy access to public space and amenities. Most residents will be within a block-or-two's walking distance of a public space, which is particularly important for users of all physical abilities. While public spaces are planned for the Westminster Station Park, they will require a seven- to ten-minute walk, significant grade changes and crossing of the rail corridor to reach for most residents in the area.

Public spaces are essential to the activity of the Station Area and will provide focal points for both mixed-use and residential districts. Design of the public spaces will ensure that people of all ages and physical ability will

be able to utilize them. Both active and passive uses will be incorporated within these public spaces. A central recreational park will provide a sense of openness within the higher intensity of development planned for the Station Area. This large park will be focused on recreation and active uses. These public spaces will be located and installed as development occurs within the Station Area, with sites acquired by a combination of land purchase and dedication.

TRAILS AND OPEN SPACE CONNECTIONS

The City of Westminster has a well-established network of trails and open space connections within its boundaries. Development of the Station Area will include creation of new trails and landscaped pedestrian connections. The Westminster Station Park and Open Space will include a primary and secondary trail system that will connect to City-wide and regional trail systems. The planned drainage facility along the northern side of the rail corridor will also include a minimum 10-foot pedestrian and bicycle trail that will extend along from Federal Boulevard on the east towards Lowell Boulevard.

ADDITIONAL ACCESS TO PARK SPACE

In addition to public and park space within the Station Area, residents will have access to a 2.0-acre storm water quality area at the southwest corner of Federal Boulevard and Westminster Station Drive that will provide informal green space. Two existing City parks will also be accessible to Station Area residents: the 9.3-acre England Park, which will connect to the Westminster Station Park via trails, and the 5.4-acre Irving Street Park adjacent to the Irving Street Library (as shown

in Figure 5-1). Both parks are within about a 1/2-mile or ten-minute walk of the Station Area.

5.4 PARK DEMAND

The City has established a desired level of service for all types of park land within the City. The desired ratios as defined in the **2010 Parks and Recreation Master Plan** for community and neighborhood parks are 2.5 acres and 2.0 acres per 1,000 residents, respectively. Additional acreage for citywide, regional, con-

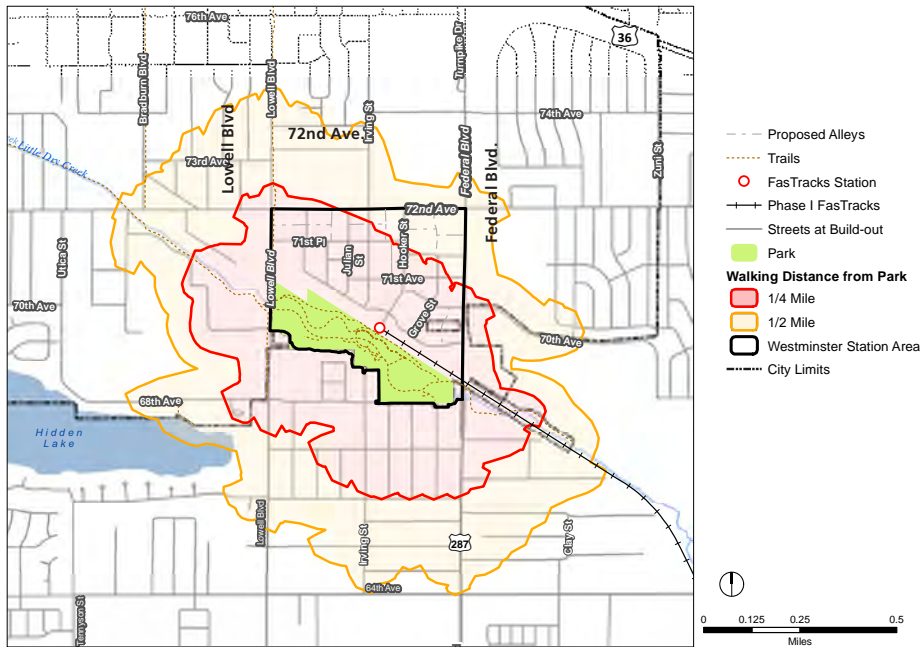
servation and open space, trails and golf courses is also desired, for a total of 51.2 acres per 1,000 residents City-wide. As of 2013, the City had approximately 5,966 acres of developed park land, recreation and open space, with an ultimate ratio of 55.2 acres per 1,000 residents City-wide.

At build-out, the Station Area will be home to approximately 2,600 new residents. With the new 37.5-acre Westminster Station Park and Open Space, the ratio of community park space to new residents will far exceed the desired 2.5-acre level of service

for community parks. With approximately 4.0 acres of public spaces and parks planned within the Station Area north of the tracks; the ratio of neighborhood park space per 1,000 residents will be about 1.5. Although below the city standard of 2.0, the additional 14.7 acres of neighborhood park space within a ten-minute, or half-mile, walk of the Station Area will ensure that all residents are well served by open space facilities.



Artist's rendering showing the North Station Plaza in the foreground, and the Westminster Station Park in the background



Walkshed map showing walking coverage from Westminster Station Park to the Station Area and the surrounding neighborhoods.



Public spaces and parks can be programmed to respond to needs of the community. They can be active or passive and offer different scales and types of facilities, courts and fields for active recreation.



PUBLIC SPACE TYPES FOR STATION AREA

Two major park types are recommended and envisioned for the Station Area. The park locations shown in the graphics and illustrations in this Specific Plan indicate potential locations:

Central Recreational Park

A central recreational park is planned for the Station Area. This park will provide a large green space within the heart of the development. The park is envisioned to have ample space for active urban recreation including courts and field space for informal sports, playground, seating, landscaping and shelter. The design of this park should be geared towards residents and workers getting exercise and for active uses, as a complement to the Westminster Station Park that will provide more passive open space, nature and trails.

Public Spaces and Parks

These are smaller gathering areas compared to the central recreational park. These spaces will be suited well for lunch meetings, informal gatherings, people watching, and socializing. They will vary in purpose, character, design. They can range from formal civic plazas and squares to informal green spaces and community or demonstration gardens.



Artist's rendering showing a community garden within an urban context

Sustainable Green Systems

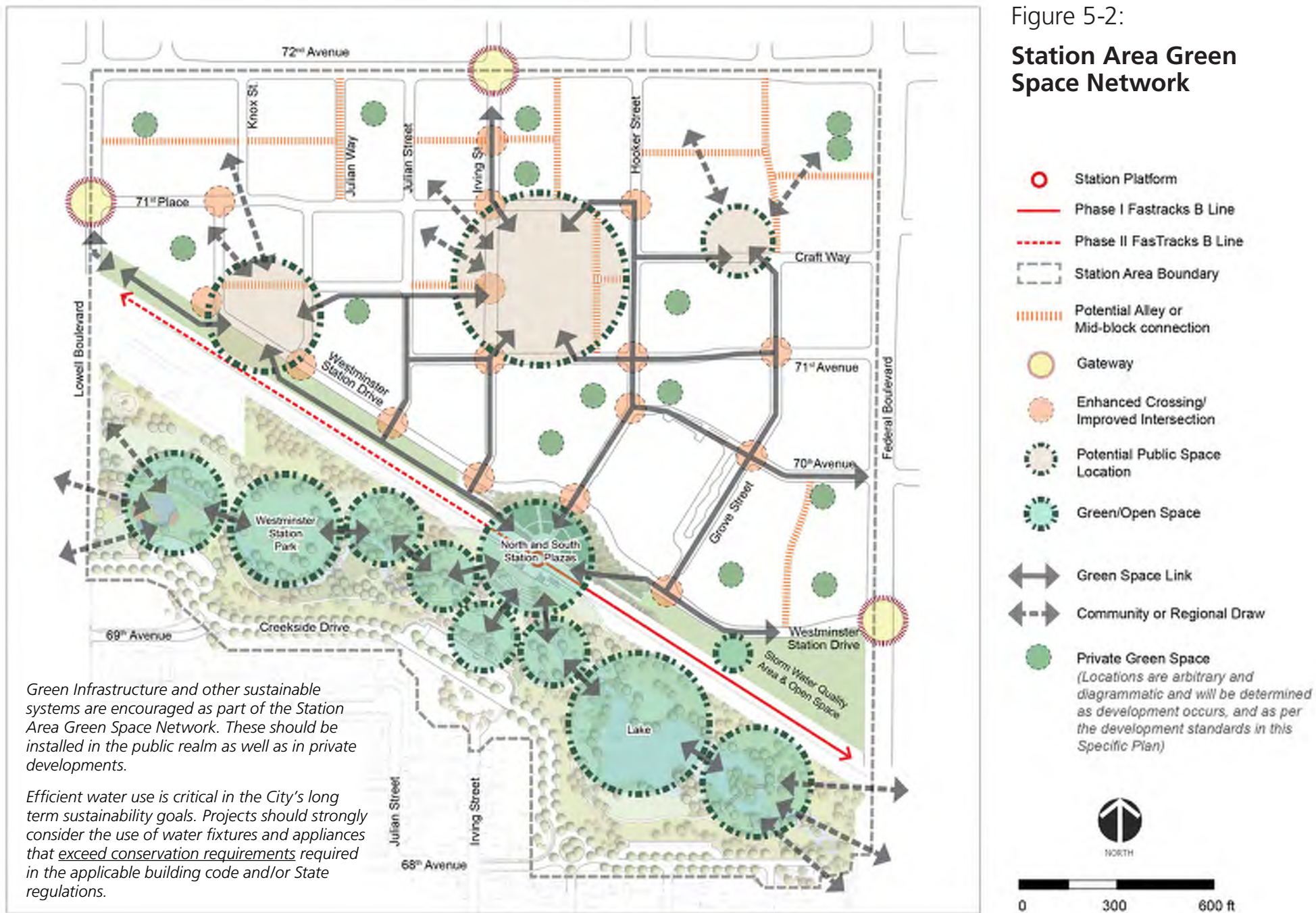
The City of Westminster is embracing a comprehensive drive towards sustainability that includes sustainable community design. As such the incorporation of green roofs and living walls (a living wall is a wall or surface that is partially or completely covered with greenery that includes a growing medium, such as soil). Other **Green Infrastructure** should be installed to place the Station Area on the map as an example of a sustainable urban district.

GREEN INFRASTRUCTURE constitutes systems and strategies that replicate the natural hydrology, and mitigate the adverse effects of impermeable surfaces in an urban environment typically within the public right-of-way. The aim is to manage a greater volume of runoff at the lowest cost.

Examples include: Bio-retention and Rain Gardens; Permeable Pavement; Rain Barrels and Cisterns; Vegetated Swales; Native Landscaping; and Green Roofs.

Figure 5-2:

Station Area Green Space Network





Public and green spaces can manifest in various ways within the urban context, all catering to the various needs of residents and patrons.

PUBLIC AND GREEN SPACE GOALS AND POLICIES

The following goals and policies provide direction for the quality, functionality and character of public, green and park spaces in the Station Area:

GOALS

- SP-G-22** Develop a public and green space network that provides a range of active and passive uses to meet the needs of all age groups.
- SP-G-23** Maintain connectivity among recreational amenities within the Station Area as well as to local and regional trail and open space networks.
- SP-G-24** Ensure that all Station Area occupants have access to adequate public, green and open space facilities for both private and public use.
- SP-G-25** Ensure that all private and public spaces are functional in size and provision of amenities.

POLICIES

General

- SP-P-115** Accommodate a wide range of activities and opportunities for passive and active recreation. These may include walkways, courtyards, picnic and eating areas, playgrounds, seating areas, ball courts, turf and garden plots.
- SP-P-116** Maximize sun exposure by locating open spaces to the east, west or south of taller buildings, while minimizing exposure to wind through building placement or landscaping.
- SP-P-117** Line public spaces, parks and plazas with uses that ensure consistent supervision during day and evening hours. Plazas could connect to adjacent activities such as outdoor cafés, restaurants and shop entrances.



Creative use of walls and landscaping can provide additional seating in open spaces.

- SP-P-118** Design public spaces and plazas to be physically and visually accessible from the street, with signage, if appropriate.
- SP-P-119** Provide active areas that foster public interaction and spontaneous play and movement, as well as areas that provide a more relaxed, passive experience.
- SP-P-120** Provide ample seating such as benches, seat walls, stairs and movable furniture.
 - Ensure that a portion of seating has back and arm support.
 - Provide seating that is located in both shaded and sun-accessible areas. Shade may be created by trees, trellises, canopies, walls or other design elements.
 - Design landscape elements to provide additional seating opportunities, such as on steps, planters, retaining walls, or mounds of turf. Provide adequate pedestrian amenities, including trash receptacles and bicycle racks throughout the public space.
- SP-P-121** Provide site furnishings consistent with guidelines stipulated in Chapter 3 of this Specific Plan.
- SP-P-122** Ensure landscaping is easily maintained and that its design and placement supports a secure, well-lit and highly visible environment.
- SP-P-123** Use hardscape material with light colors instead of darker colors to reduce heat absorption.

Public Spaces

- SP-P-124** Locate public spaces near the center of activity in mixed-use and residential districts, along pedestrian connections where possible, to encourage a variety of spillover activities and facilitate pedestrian access.
- SP-P-125** Design public spaces to have a minimum of three sides defined by public streets or alleys.
- SP-P-126** Ensure that the internal circulation network connects to regional trails, where applicable.

SP-P-127 Develop a distinct identity and character for each public space that provides a unique, engaging environment and acts as an attraction for Station Area occupants and visitors.

- Utilize changes in elevation to create and shape unique spaces;
- Provide activities and spaces that attract and accommodate all user groups; and
- Design spaces that foster a sense of play and adventure.

SP-P-128 Integrate public spaces into the surrounding context through the use of common materials, site furnishings, lighting, etc.

Plazas

SP-P-129 Provide a portion of plaza seating as movable tables and chairs.

SP-P-130 Provide interactive civic art and fountains in plazas. Consider any built element as an opportunity for art, such as storm drainage grates, paving, railings, signage, bicycle racks etc.

SP-P-131 Integrate plaza landscaping, paving, lighting, benches and other furnishings to the adjacent sidewalk and streetscape.

Private Green Space

SP-P-132 Where community rooms are planned, locate them adjacent to green space areas.

SP-P-133 Design green spaces with attractive landscaping, materials and amenities that provide a variety of opportunities for interaction, gathering and unstructured/informal play and use:

- Utilize plantings that are in scale with the space; e.g. ornamental trees and perennials might be more appropriate in intimate courtyard spaces and pocket parks.
- Consider the use of movable planters to allow more flexibility in smaller spaces.

- Utilize lower-height pedestrian lighting such as 12-foot light standards and bollards.
- Exercise multi-functional design in smaller spaces by combining uses; e.g. a raised planter that doubles as a seat wall.
- Incorporate enhanced paving to create elegance and detail in the space; e.g. pavers with light, integral color concrete are encouraged.
- Consider snow removal in the design of small spaces and primary walkways.
- Incorporate site furnishing such as benches, trash receptacles, bike racks and lighting.
- Add ample color, fragrance, texture and inflorescence to create pedestrian interest.
- In smaller spaces, emphasize high quality, detailed finishes and furnishings for walls, planters, paving, plantings, entry features and site furnishings.
- Design turf areas to allow for occasional foot traffic and informal play.

SP-P-134 Consider designing common area landscaping above parking podiums and roof decks with special consideration for climate and maintenance:

- Select plants that tolerate extreme hot and cold temperatures.
- Design planting areas to maximize the amount of contiguous permeable landscape area in order to assist in plant health.
- Use automatic irrigation with the understanding that winter hand-watering will be required.
- Ensure that design of the open space factors in maintenance of planters, watering and snow removal. Quick couplers and hose bibs should be provided.
- Where canopy trees are not feasible, provide other forms of shade, such as pergolas, trellises, sun shades or arbors.

SP-P-135 Utilize ample landscaping to screen parking structures internal to the block from common open space areas.



Public space should provide a central focus within mixed use and residential neighborhoods.



Public and green spaces should have ample sunlight, plantings and variation in spaces and activities.

- SP-P-136** Separate private green space from public green space and the public street with low walls, landscaping (such as tall grasses), or transparent fencing.
- SP-P-137** Integrate private outdoor space areas, such as balconies, decks and patios into the design of the building.
- SP-P-138** Direct drainage from private green spaces via underground systems or an alternative system that is integrated with the overall storm drainage system of the development.

Recreation Programs

- SP-P-139** Evaluate Recreation Programs to keep up with the trends and needs of Station Area residents.

5.5 PUBLIC ART

The objective of public art is to enrich and enliven the public realm, fostering a sense of community and identity for a place or city. Art installations that involve local artisans create a sense of ownership and go a long way to strengthen local culture and participation. Art will be integrated throughout the Station Area, with an emphasis on art in public spaces like the North Station Plaza, community parks and streetscapes. Gateway signage and wayfinding elements will also add to the visual quality of the Station Area.

A public art and wayfinding master plan will be an essential component of the Specific Plan implementation. This plan will provide a framework for intent and placement of public art throughout the Station Area. The focal point of the public art plan should be the North Station Plaza, in order to emphasize that space as a public gathering place and destination, beyond its primary function as a transit plaza. Public art outside of the North Station Plaza will be located to best achieve wayfinding objectives, functionality and creation of neighborhood identity. As such, artwork may be stand-alone pieces, integrated into buildings or landscape elements, or act as structural, functional components of a site or public space.

Potential components of the public art and wayfinding scheme for the Station Area could include pedestrian furnishings, lighting or lighting effects, art walks (creating a path between the Station Area and Westminster's Historic Art District).

Gateway signage at Irving Street and 72nd Avenue, Westminster Station Drive and Federal Boulevard, and Lowell Boulevard and Westminster Station Boulevard will also be included. Figure 5-3 illustrates the overall intention for an expanded public art scheme throughout the Station Area with potential types and locations of art elements. An important art location that has been defined in the Specific Plan is at the intersection of the view planes from Irving Street, Hooker Street and Westminster Station Drive (see figure 5-3). This has to be a tall art piece for visibility and prominence. Public art will be provided by a combination of public and private contributions including dedication of land and easements.



The requirement for public art provision by private development is described in the following subsection.

PUBLIC ART REQUIREMENTS

All developments one (1) acre or more **shall** install public art valued at \$1,000 or more per acre of the development site. A cash-in-lieu of art may be allowed at \$2,000 per acre. The timing of installations per this requirement shall be defined in the approved Official Development Plan (ODP) for the subject site.

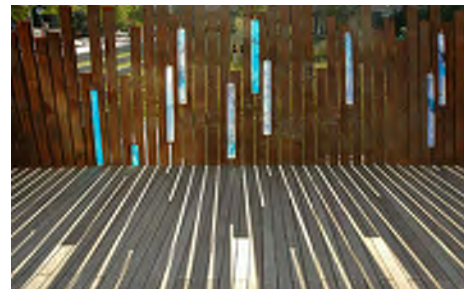
PUBLIC ART DEFINITION

Public art or works of public art are defined as, but not limited to, the following kinds of works:

- Sculptures
- Engravings
- Mobiles
- Mosaics

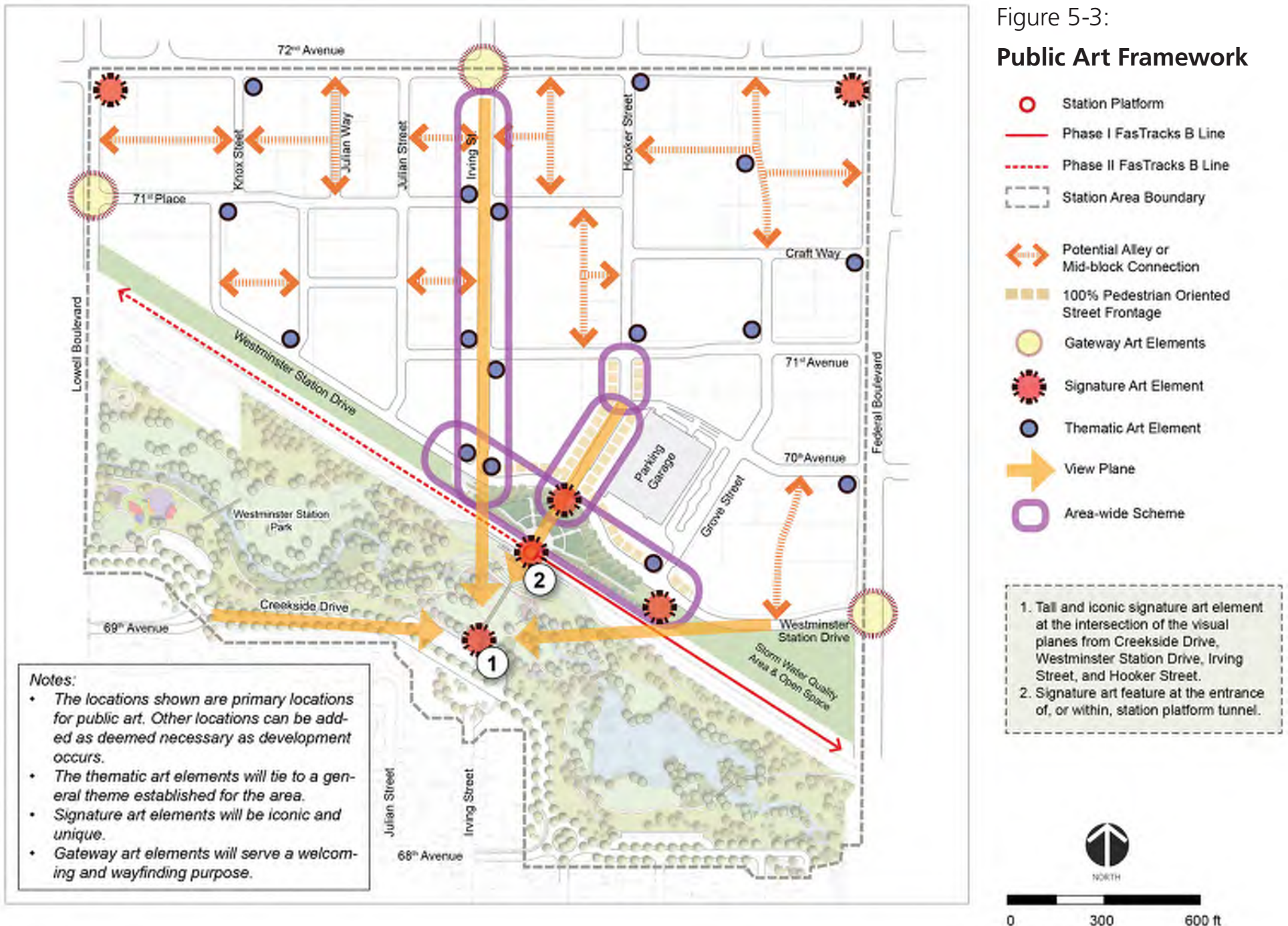
- Site-specific installations
- Carvings
- Murals
- Statues
- Frescos
- Bas-reliefs

Public art shall not include catalog or commercially mass-produced pieces. The art piece shall include an original stamp, seal, signature, or similar identification by the artist. Numbered art pieces may be acceptable, at the City's discretion. Outdoor public art or outdoor public works of art also include the creative application of skill, interpretation and taste by artists to the architectural embellishment of a building or structure. Corporate logos and sales marks are not considered public art under this definition. More information, standards and guidelines can be found in the City of Westminster Retail Commercial Design Guidelines (July 2015 Revision) IV. E.



Public art can be creatively integrated into the streetscape, built environment, and public spaces.

Figure 5-3:
Public Art Framework



OWNER REQUIREMENTS INSTALLED ART AND IM- PROVED ART LOCATIONS

Three scenarios for the provision of installed art and improved art locations exist as follows:

1. Art Location Provided on Official Development Plan (ODP) with Art Installed – in cases where the property owner provides a fully improved art location and installed artwork on an approved ODP. Under this scenario the value of the public art piece shall, at a minimum, equal \$1,000 per gross acre of the subject property. The art piece shall be approved by the City. Required site improvements are outlined below:

2. On-Site Improved Location Plus Cash-in-Lieu of Installed Art – in cases where the property owner provides a fully improved art location plus cash-in-lieu installed public art. Under this scenario, a cash-in-lieu payment equivalent at a minimum to \$1,000 per gross acre of the subject property shall be payable to the City of Westminster at the time of final plat, and be utilized for the purchase of the art piece, which would be installed on the improved location. If no plat is needed then cash-in-

lieu shall be provided at the time of the ODP recording.

3. Cash-in-Lieu of Art and In-Lieu of an Improved Site – in cases where the City deems a site inappropriate or infeasible for the installation of public art, cash-in-lieu for both the art piece and an improved site shall be payable by the property owner to the City in the amount of \$2,000 per gross acre of the subject property at the time of final plat. If no plat is needed then cash-in-lieu shall be provided at the time of the ODP recording.



The "Splintering Continuity" sculpture by artist Beth Nybeck is installed at the parking garage plaza in the Station Area.

PUBLIC SPACE, GREEN SPACE AND PUBLIC ART STANDARDS

Public/Green Space

- SP-S-49** Require that private green space is provided as an integral component of development. Tot lots, playgrounds and other green space amenities should not be designed in "leftover" spaces.
- SP-S-50** Require that plazas are sized to accommodate a range of uses and activities. Plazas should be a minimum 1,000 square feet.
- SP-S-51** Food kiosks and vendors, when accommodated on larger plazas shall not occupy more than 150 square feet in area per use, or more than 50% of the total plaza area in combined food service and café seating.
- SP-S-52** Require adherence of green space installations to Section V.A. (Water Conservation/Water-wise Landscaping/Xeriscaping) of the City of Westminster's 2004 Landscape Regulations.
- SP-S-53** Locate at least 3.0 acres of public space north of the rail corridor in the Station Area. Public spaces should be located within mixed-use and residential neighborhoods with buildings and entrances facing onto the space.
- SP-S-54** Reserve a landscaped trail and open space area along the northern side of the rail corridor of a minimum 30 feet of combined landscaping and pedestrian/bicycle trail facilities.
- SP-S-55** Require projects with residential units to provide dedicated park land and/or cash-in-lieu, per City code.
- SP-S-56** Require public parks to have public streets abutting at least three sides.
- SP-S-57** Develop an event program for the North Station Plaza and new public spaces as they are constructed.

Public Art

- SP-S-58** Develop a Public Art Program for the transit station and Station Area. This program should:
- Design a public art scheme that creates and celebrates a unique identity for the Station Area.
 - Identify locations for public art in public spaces and streetscapes.
 - Capitalize on opportunities to incorporate street furnishings and other utilitarian streetscape elements into public art.
 - Require public art, or a contribution-in-lieu, as a requisite for all new development equal to or greater than one (1) gross acre in the Station Area.
- SP-S-59** The property owner shall be responsible for the improvement of the art location, at the City's discretion. These improvements may include, but are not limited to, the base to support the public art, sidewalks, landscaping, hardscape, irrigation and lighting. Designs and locations for such improvements shall be determined by the City, in consultation with the property owner as part of the Official Development Plan (ODP) amendment process. This cost is separate from the \$1,000 per acre public art expense.
- SP-S-60** Irrigation sources, electrical supply connections and other site utility requirements shall also be identified during the ODP process. Such requirements may, at the discretion of the City, include separate water taps and electric service.
- SP-S-61** Public Art locations shall have either direct public access or permanent access via a cross-access easement which shall be documented on the ODP and on the plat.
- SP-S-62** Improved art locations or permanent public access easement shall be dedicated to the City of Westminster or such other

entity designated by the City of Westminster, either through the filing of the final plat or a deed transfer satisfactory to the City, at no cost to the City.

- SP-S-63** Public art installed under the requirements described herein shall be owned by the City of Westminster. In locations where the type of art, such as a wall-mounted mural, precludes separate ownership, façade or other easements shall be granted to the City, at no cost to the City, for their protection. The easements shall be recorded by the property owner, at no cost to the City, prior to the issuance of a Certificate of Occupancy by the City of Westminster.
- SP-S-64** Perpetual maintenance responsibilities of installed public art and improved art locations shall remain with a developed lot so defined in the approved ODP. Installed public art and improved art locations shall be maintained in a condition consistent with what exists at the time of installation. Said maintenance will be a requirement of ongoing site compliance with approved ODP's, and shall be subject to the same enforcement mechanisms associated therewith.
- SP-S-65** It is the intention of the City of Westminster to retain art at its original location. Where cause necessitates the relocation of public art, such as infrastructure expansion that could not reasonably accommodate the original location, then the City shall be free to remove or relocate any installed public art it deems necessary and appropriate. Costs of any such removal or relocation would be borne by the City of Westminster, unless the cause for relocation is to accommodate a private development. The City shall also be responsible for any new easements, site work for the relocated art, and utility connections if necessary.



The design of the Westminster Station Park ties in with the holistic radial and organic patterns established for the North and South Station Plazas.



Railgate art installation by Barbara Grytus Sculpture LLC at Hamilton Station, Hamilton, New Jersey.



A gateway arch or similar signage/art installation at the intersection of Westminster Station Drive and Federal Boulevard will help to usher people into the Station Area.

5.6 PARK PROGRAMS AND ACTIVITIES

The City of Westminster offers a wide array of recreation programs oriented towards meeting the diverse needs of all ages and interests. Recreation opportunities within the Station Area will be increased as development and the need for additional programming arises. The Recreation Division, within the Department of Parks, Recreation and Libraries, provides quality programs and events that are held throughout the City at various recreation centers, schools and park facilities. Both the Irving Street Library and the Mature Adult Center (MAC) are located just north of the Station Area on Irving Street between 72nd and 74th Avenues.

Programs focus on enhancing the well-being of the community by providing activities that address the physical, social and mental aspects of health. The City's programs are designed to provide affordable, inclusive and accessible opportunities to the resident and to facilitate healthy lifestyle choices.

At 76th Avenue and Irving Street, the City operates the Swim & Fitness Center, a full service community center offering a pool, sauna, racquetball courts, and a preschool program. The City



2014 Fourth of July City event



Little Dry Creek Dog Park, west of Lowell Boulevard

offers general adult programs, such as aromatherapy, financial planning, guitar, Italian, Mandarin and Spanish language classes, various types of dance classes (ballroom, belly, salsa, swing and tap), fly fishing and various educational classes. Adult sports and fitness classes are offered throughout the year, including: basketball, volleyball and softball leagues. A wide variety of classes that focus on improving weight management, cardiovascular health, balance, posture, muscular strength and endurance goals are also provided.

Fine arts classes are also offered at each of the recreation facilities and multipurpose classrooms throughout the City. The City provides aquatics programming at our facilities, which includes: two indoor multipurpose pools, two hot tubs, a diving well, two warm water teaching/leisure pools, and two outdoor pools. As parks are developed in the Station Area, the Recreation Division of the Department of Parks, Recreation and Libraries will evaluate adding new programs in the parks and open spaces to serve the residents and workforce.

A large majority of the City's activities for older adults are programmed at The MAC, near the Station Area, which is a jointly owned facility with Hyland Hills Park and Recreation District. It is a full-service recreation

center for adults age 21 and older with an emphasis on those 55 years and older. The MAC's programs place physical wellness as the central focus along with playing a critical role in maintaining other facets of well-being, by offering activities in the following areas: fitness; strength training; educational seminars; computer classes; culinary classes; arts and craft classes; educational classes; day trips; extended travel; outdoor adventures including hiking, skiing, snowshoeing and biking (day and extended trips); special events; massage therapy; personal training; nutrition counseling; facials; pedicures; podiatrists; and the visiting nurse program.

The City supports numerous recreational and learning opportunities for youth. Preschool and tot programs offer classes from birth through six years of age. Parents can find options for everything from educational programs to specialty classes, including cooking, art, dance, music, tumbling and sporting classes.

Some of these programs can be held in the Station Area. As the Station Area develops, the City will host several events to activate the area. Events may include: movies on top of the parking garage to take advantage of the views, farmers' market, concert series and community festivals which will likely take place at the North Station Plaza.

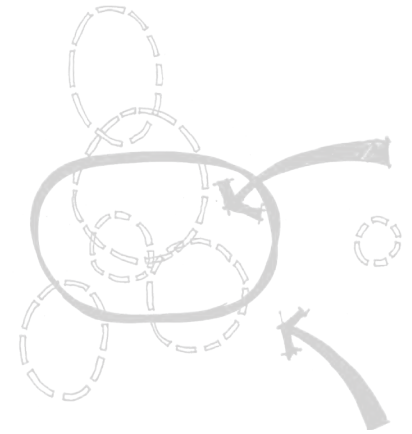
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6 IMPLEMENTATION

6. IMPLEMENTATION

6.1 OVERALL IMPLEMENTATION INTENT

The Specific Plan is intended to guide future land use and regulate development within the Station Area. The Specific Plan anticipates higher intensities of development, new infrastructure and building, and site design that will support a mixed-use transit- and pedestrian-oriented neighborhood. Implementation of specific infrastructure improvements and public realm components will be necessary to realize the complete vision of the Plan. This chapter provides a framework for implementation, including specific actions, responsibilities and funding, and financing mechanisms for success.



6.2 PLAN AND REGULATORY CONSISTENCY

In concert with adoption of the Specific Plan, the City has amended the Comprehensive Plan and Municipal Code in order to ensure consistency between the planning documents.

COMPREHENSIVE PLAN

The 2013 City of Westminster Comprehensive Plan (updated in 2015) references the Specific Plan as the regulatory document for all properties located within the Station Area boundaries. The Comprehensive Plan adds a new Specific Plan land use designation as well as implementing policies to the Land Use, Multi-modal Circulation and Parks, Open Space

and Recreation chapters. In addition, the Land Use Map has been amended to reflect this new land use designation.

MUNICIPAL CODE

The City of Westminster Zoning Code amendment has a designation titled Specific Plan District, and has amended other sections to include references to the regulations established by this Specific Plan, such as parking, required setbacks and other development standards.

Where there is a conflict between the Municipal Code and this Specific Plan; this Specific Plan shall prevail. Where this Specific Plan is silent on a requirement,

the Municipal Code shall apply as long as the regulation is consistent with the intent and vision of the Specific Plan.

SOUTH WESTMINSTER URBAN RENEWAL PLAN

The South Westminster Urban Renewal Plan will be amended to ensure that all land use regulations and design standards for properties within the Station Area are dictated by this Specific Plan. Specifically, portions of the land use regulations and building requirements section will be amended to reference the Specific Plan for all regulations relating to development process, landscaping, off-street parking requirements, signage and permitted land uses.

6.3 CITY-WIDE DEPARTMENTAL COORDINATION

The City of Westminster is quickly embracing an urban development template which is a new addition to its largely suburban development pattern. This is in response to the City Council's 2016 Strategic Plan Vision of the City becoming the next urban center of the Colorado Front Range. The new Downtown and the Station Area Specific Plans call for high density, multi-story, mixed-use developments, with an emphasis on narrower streets, mid-block alley accesses and pedestrian-oriented streets. This new development template is poised to have an impact on the City's existing service provision, maintenance equipment, and utility administration.

As part of the implementation Strategy for this Specific Plan (and the Downtown, and other focus areas with a more urban template within the City), workshops were spear-headed by the Departments of Public Works and Utilities and Community Development to assess the challenges that the new urban development patterns were posing to utility and service design, administration, installation, and maintenance. These were strategy meetings to identify best practices from other peer communities and brainstorm on how best to achieve the City Council's Vision within current constraints.

The first workshop, held on January 25, 2016 brought representatives from several Departments and Divisions including: Public Works & Utilities, Community Development, Parks, Recreation & Libraries, Police, Fire, GIS, etc. This workshop highlighted the challenges that were likely to be encountered in the newer, more urban, development plans with current policies, standards, equipment and know-how. Major areas that were discussed included the following:

- **Narrower streets:** Snow plowing and removal; dumpster truck access; fire truck access; water/sewer easement locations; moving, service and delivery truck access; street repair etc.

- **Alleys:** Ideal widths; service provisions; accessibility; maintenance etc.
- **Meters and Utility points:** Water meter pit design and location; grease trap locations; irrigation meters etc.
- **Vertical Mixed Use Buildings:** Meter locations; access to internal meters, if installed; grease trap locations; future change in use or ownership.
- **Adaptive Reuse of Existing Buildings:** Change in use of buildings and new services or utility implications.
- **Streetscape:** Tree canopies; paving; sidewalk material; bulb-outs; furnishing; maintenance, etc.

Other smaller group discussions were held between departments in early 2016, and research conducted to help streamline and create a focused needs-based assessment. The findings, proposed policy, budgetary implications, and changes, were to be presented to Department Heads and eventually the City Council for consideration and adoption.



Coordination between City departments and staff will ensure a comprehensive approach to managing and implementing this new urban type approach to development proposed for the Station Area. It will also lead to efficiency in updating and coordinating existing codes and standards. The photo at the bottom shows attendees at the workshop held on January 25, 2016.

6.4 IMPLEMENTATION MEASURES

INFRASTRUCTURE IMPROVEMENTS

An essential component of realizing the vision of this Specific Plan is implementation of new public infrastructure to support station operation and new development. Infrastructure improvements include the North Station Plaza and bus transfer facility, a 660-space parking garage, new streets and extensions of existing streets, parks and trails, and an extensive storm and surface water drainage system that will serve the entire Station Area. Much of this infrastructure will be completed incrementally by private developers as new projects and developments occur.

The City will help facilitate coordination between property owners, property dedication and potential land acquisitions to ensure that key street, utility and park improvements are designed, located and completed to adequately serve new development. Apart from specific street alignments and park locations that are designated as “fixed;” all others will be designed and located to best achieve the intent of the Station Area Plan. See Figure 2-1. Proposed alignments and locations will be subject to City

review and approval. A parking strategy for the Station Area has been outlined in Chapter 4 of this Specific Plan.

Phase 1 Improvements

In order to ensure successful operation of the transit station some initial infrastructure will be completed by the City in advance of or in concert with new development in the Station Area. These improvements include streets and utilities that will serve the station, (Westminster Station Drive, Hooker Street, Grove Street) the North and South Station Plazas and station platform. The first phase of the public parking garage, and a bus drop-off/kiss-and-ride facility will also be completed.

Additional improvements that will be complete by station opening include the realignment of the Little Dry Creek waterway and regional trail, the Westminster Station Park Phase I and pedestrian and vehicular connections to the South Station Plaza.

Quiet Zone Creation

A Quiet Zone (QZ) is a section of rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. The City of Westminster re-

tained Felsburg, Holt & Ullevig (FHU) in 2013 to conduct a Quiet Zone Assessment for the nine highway-rail grade crossings located within the City. The Study and its findings are available upon request. Three of these nine grade crossings are relevant to the Station Area. These are Lowell Boulevard, 72nd Avenue and Bradburn Boulevard. Even though the Northwest Line (B-Line) will end at the Station Area platform, the Burlington Northern Santa Fe (BNSF) trains will travel northwest through the City with about eight daily pass-throughs. Routinely sounding train horns at the three grade crossings is likely to be a nuisance to residents.

The Station Area is anticipated to provide a high quality of life for residents and patrons which includes a serene atmosphere and the QZ, if implemented, will reduce the impact of the noise created by the BNSF rail traffic. The QZ will also have a positive impact on the future redevelopment efforts for the Harris Park neighborhood and the entire South Westminster area.

According to the Study, the three named intersections have to be made QZ-compliant concurrently since they are located within a 1/4-mile of each other.

As of the time of the Study in 2013,



Grade crossings close to the Station Area

PUBLIC IMPROVEMENTS (NEAR TERM)

A number of public improvements are being made on the Westminster Station and Westminster Station Park projects. Below is a list of the projects and their projected completion dates:

WESTMINSTER STATION PLATFORM AND SOUTH STATION PLAZA – This is the station boarding area on the south side of the railroad and includes a signature illuminated shade canopy and balcony overlooking Little Dry Creek Park. Completed.

WESTMINSTER STATION TUNNEL ACCESS – A 24 foot wide by 14 foot tall arched tunnel allows access under the railroad tracks to the station and the Little Dry Creek Park from the Station Area. A signature light-themed public art piece will be located within the tunnel. Completed.

WESTMINSTER STATION PARKING STRUCTURE AND BUS FACILITY – This parking facility at the northwest corner of Westminster Station Drive and Grove Street will provide 1050 parking spaces, a bike locker area, and bus loading facilities. Completed.

STATION RELATED STREETS AND UTILITIES – Several streets are being built (completed by June 2016) to provide access to the station, bus facilities and parking structure, including:

Westminster Station Drive – Federal Boulevard to Hooker Street.

Hooker Street – Westminster Station Drive to 71st Avenue.

Grove Street – Westminster Station Drive to 70th Avenue.

NORTH STATION PLAZA – This amphitheater shaped park area located north of the railroad tracks provides access via stairs and ramped sidewalks to the tunnel under the railroad tracks and to the station



2014 to 2016 CIP Construction Projects

platform to the south. Completed by June 2016.

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)'S FEDERAL BOULEVARD/BNSF RAILROAD BRIDGE REPLACEMENT – This project is widening the bridge over the BNSF Railroad to accommodate six through lanes and wide sidewalks. Completed by early 2017.

WESTMINSTER STATION PARK PHASE I – This approximately 37.5 acre site is being transformed into an exciting park and open space area. The site was sculpted to detain storm water and includes a 2.3 acre lake. The Creek and Little Dry Creek trail have been relocated into the middle of the Park. A new road (Creekside Drive) will form the southern boundary of the Park. Phase I will be completed by the 3rd Quarter of 2016.

the concept level cost for implementing the QZ at all three crossings were in a range from a lower end of \$850,000 to an upper end of \$1,250,000 depending on which alternatives were to be included. Below is an excerpt from a City of Westminster staff report on QZ establishment:

“One of the primary cost drivers is related to the type of circuitry controlling signals at each crossing. Unfortunately, most crossings in Westminster have old circuitry and the required “constant warning time” circuitry can cost \$150,000 per crossing. When new approach gates, flashers, raised medians, and other costs are considered, quiet zone attainment can climb to \$350,000 to \$400,000 per crossing and even higher in some cases. Maintenance costs for this additional equipment is another long term consideration.”

The City can explore several funding sources to help fund the establishment of the QZs. These may include but not be limited to Capital Improvement Funds, General Fund, CDBG funds under some circumstances, and Railroad Federal Funding etc.

PUBLIC REALM IMPROVEMENTS

Equally important to the infrastructure framework of the Station Area is the establishment of the area’s public realm. Wayfinding (directional signs), street scape and public art elements will establish the Station Area’s overall character and identity. The Specific Plan prioritizes planning and design of a comprehensive wayfinding and public art scheme that will serve the train station and surrounding Station Area. Likewise, streetscape improvements for existing and new streets in the Station Area will be completed based on the streetscape design presented in this Specific Plan and as development occurs.

MANAGEMENT, OPERATIONS AND MAINTENANCE

Implementation of the Specific Plan will not end with construction of capital projects like streets, parking structures and parks. Once completed, infrastructure (including utilities) will need to be maintained, and in many cases, managed and/or operated by the City or City assigned entity to ensure that Station Area infrastructure provides a high level of service and quality of life. Public art and streetscape components will also need to be maintained and managed.

The City will also have ongoing coordination with Adams County, the Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG) and other regional stakeholders to ensure coordination during implementation and maintenance.

MARKETING AND EVENTS

Successful implementation of this Specific Plan will require creating awareness and branding for the Station Area. The marketing approach will need to reflect the vision and convey the diversity and opportunities available in the Station Area. While much of the marketing approach will be focused on outreach efforts—through distribution of materials, press releases and social media—highlighting the Station Area with special events will also underline it as a key destination and neighborhood in the City.

Events should be designed to bring the community together and may include festivals, displays, school events, recreation and markets. The North Station Plaza will be equipped to host most events with space for performances as well as temporary structures, and electrical and utility connections.



The City will ensure that the vision of the Station Area is carried out on the field to promote a high quality of life to residents and patrons.



Ongoing public education, and participation, will be key to the success of the Station Area.



Programs and activities can be crafted and managed for all user groups to sustain activity and vibrancy in the Station Area.



Mayor Atchison , City Councillors and City staff at the ground breaking ceremony of the Westminster Station Parking Garage, August 2015

6.5 IMPLEMENTATION PROGRAM

The following table (Table 6-1) provides an overview of the actions, responsibilities and timeline for carrying out the vision established by the Specific Plan.



This Specific Plan will be administered in concert with other adopted regulatory documents including the Comprehensive Plan and the Zoning Code.

Table 6-1: Implementation Program				
	Improvement or Plan Component	Action	City Department or Public Agency Responsible	Timeframe
Planning and Zoning Regulations				
Phase I	Property Rezoning	Rezone Properties per Figure 2-2 (Land Use Framework Plan).	Planning Division of CD* (Work with other departments as necessary)	Upon Plan Adoption
	Adoption of Zoning Text Amendments	Amend Zoning Code to add new Westminster Station Area base district. Amend other zoning code sections including parking and landscaping.		
	Urban Renewal Plan Amendments	Amend South Westminster Urban Renewal Plan policies related to the Station Area.		
	Comprehensive Plan Amendments	Amend Westminster Comprehensive Plan map, sections, and policies related to the Station Area. Provide a reference to the Specific Plan Land Use.		
Streets and Traffic Improvements				
Phase I	Westminster Station Drive	Construct Westminster Station Drive to the western edge of the North Station Plaza	Engineering Division of CD	Prior to 2016 Station opening
	Federal Boulevard at Westminster Station Drive	Install a full movement traffic signal		
	Hooker Street Extension	Construct Hooker Street extension between 71 st Avenue and Westminster Station Drive		
	Grove Street	Construct Grove Street from Westminster Station Drive to 70 th Avenue. This will include bus transfer bays at the parking garage.		
	Creekside Drive	Construct Creekside Drive from Lowell Boulevard to Green Court.		
	Federal Boulevard at 71 st Avenue	Improve 71 st Avenue connection between Federal Boulevard and Hooker Street as it serves as a transit street. Determine if a signalized intersection will be appropriate.	Engineering Division of CD	2020

*CD = City of Westminster Department of Community Development

*CDOT = Colorado Department of Transportation



The streets in the Station Area are envisioned to promote best practices in streetscape design, bringing a healthy balance between pedestrian activity and other modes of transportation.

Table 6-1: Implementation Program

Improvement or Plan Component	Action	City Department or Public Agency Responsible	Timeframe
Streets and Traffic Improvements			
72 nd Avenue at Irving Street	Install enhanced crosswalk and pedestrian countdown timers.	Engineering Division of CD	2016 - 2025
72 nd Avenue at Lowell Boulevard	Install enhanced crosswalk and pedestrian countdown timers.		
Irving Street Extension	Construct Irving Street extension south to Westminster Station Drive in coordination with the redevelopment of the Hunter Leather property.		2016-2030
Grove Street	Construct Grove Street extension north to 71 st Avenue in coordination with new development .		
70 th Avenue - Federal Boulevard to Grove St.	Dedicate and construct 70 th Avenue street in coordination with new development.		
Knox Street	Dedicate and construct Knox Street from 72 nd Avenue to Westminster Station Drive in coordination with new development.		
71 st Place	Dedicate and extend 71st Place between Irving Street and Hooker Street in coordination with new development.		
Craft Way Extension	Dedicate and extend Craft Way between Grove Street and Federal Boulevard in coordination with new development		
Westminster Station Drive - Hooker Street to Lowell Boulevard	Extend Westminster Station Boulevard west from Hooker Street to Lowell Boulevard in coordination with new development.	CDOT	2017
Federal Boulevard BNSF* Bridge	Reconstruct and widen the existing BNSF* bridge from 4 to 6 lanes with sidewalks		
Quiet Zones at the intersections of the BNSF rail line with Lowell Boulevard, west 72 nd Avenue, and Bradburn Boulevard	Visit the Final Report for the <i>Quiet Zone Assessment</i> conducted in 2013 to determine the requirements for making the three named intersections Quiet Zone Compliant. Install Quiet Zones.	Engineering Division of CD, Streets Division of Public Works and Utilities, Planning, BNSF*	2016 - 2022

*BNSF = Burlington Northern Santa Fe Railroad



Station garage during opening festivities, July 30, 2016



Parking Management Study completed in 2014.

*RTD = Regional Transportation District

*CD = City of Westminster Department of Community Development

Table 6-1: Implementation Program

	Improvement or Plan Component	Action	City Department or Public Agency Responsible	Timeframe
Streetscape Improvements				
Phase I	Streetscape for Westminster Station Drive and Hooker Street Extension	Complete station-side streetscape improvements including sidewalks, street trees, landscape planters, bicycle lanes and street parking, pedestrian furnishings and amenities, lighting and public art installations (where applicable).	Engineering and Planning Divisions of CD*, Dept. of Parks, Recreation & Libraries	Station opening
	Remaining Streetscape Improvements	Complete area-wide streetscape improvements as development occurs, including sidewalks, landscaping, lighting, lane reconfiguration, street parking, bicycle lanes, furnishings and amenities and public art and signage (where applicable).	Engineering and Planning Divisions of CD, Dept. of Parks, Recreation & Libraries	One street, block or building frontage at a time in concert with development
Public Parking				
	Station Parking Garage	At minimum, construct a 630-car parking garage planned for the transit station, 350 of which will be dedicated exclusively to RTD patrons from 6am - 6pm on weekdays and 100 spaces from 6pm - 6am on weekdays and weekends.	Planning; Engineering Division of CD	Station opening
	Westminster Station Park/Creekside Drive Parking Lot	Construct the parking spaces to provide station and park parking in concert with Phase I Station Improvements.	Engineering Division of CD	
	Build-out of Station Parking Garage	Construct the second phase of the 1,050-car parking garage, once the garage reaches 85% utilization, or find another location for another garage, to meet the parking requirements.	Planning; Engineering Division of CD, RTD*	When 85% utilization is imminent
	Additional Parking Facilities	Identify and secure (a) site(s) for additional parking (interim surface lots and garages) in the Station Area.	Planning; Engineering Division of CD	In concert with development and demand; as capacity is reached in first garage



Transit shelters at the station will have amenities that will contribute to a comfortable and safe environment for users.

Table 6-1: Implementation Program

	Improvement or Plan Component	Action	City Department or Public Agency Responsible	Timeframe
	Parking Permit	Evaluate the need for a residential parking permit program to address spillover parking into residential neighborhoods.	Planning/CMO* Adams Co.	As needed and as development occurs
	Parking Program	Create a Parking Program within a General Improvement District to administer parking in the Station Area.	Planning/CMO/ Department of Economic Dev't.	As development occurs
Transit Improvements				
Phase I	Phase I Station Improvements	Complete the following station components as part of Phase I Station Improvements:		Station Opening (3rd quarter 2016)
		● Bus Transfer Area	DTP* and Engineering Division of CD*, PRL*	
		● North Station Plaza		
		● South Station Plaza and Landscaped Area		
		● Pedestrian Railroad Underpass		
		● Station Platform		
		● Tracks and Retaining Wall		
	● Pedestrian Bridge over Little Dry Creek	Engineering		
Transit Shelters with Amenities	Install transit shelters, seating, waste receptacles and signage at all transit stops within the Station Area. Some of these installations are in progress as of early 2016.	RTD*, Engineering Division of CD, PRL	2016-2020	
Pedestrian Improvements				
	Federal Boulevard Underpass - south	Reconstruct existing trail to accommodate new Federal Boulevard BNSF bridge reconstruction	Engineering Division of CD	2017
	Little Dry Creek Trail	Realign and reconstruct the trail in concert with Little Dry Creek and drainage improvements		2016

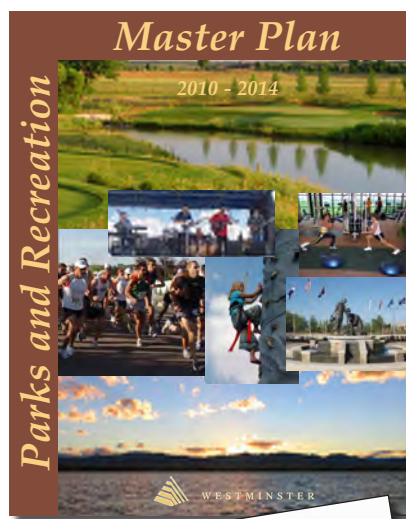
*CMO = City Manager's Office

*DTP = Denver Transit Partners

*RTD = Regional Transportation District

*PRL = Parks, Recreation & Libraries Department

*CD = City of Westminster Department of Community Development



Guiding documents produced by the Parks, Recreation and Libraries Department for Park and event planning

Table 6-1: Implementation Program

	Improvement or Plan Component	Action	City Department or Public Agency Responsible	Timeframe
Parks and Public Spaces				
	Land Acquisition Program	Set up a program to acquire park land through dedication and/or fee purchase. Prioritize sites and negotiate with property owners. Coordinate timing and phasing with the pace of development and the amount of in-lieu fees available.	Department of Community Development, PRL*	Ongoing
	North Station Plaza Event Program	Create a year-round program of events to foster an active plaza environment and establish the plaza as a community destination.	Department of Parks, Recreation and Libraries	Ongoing
	Parks Design	Define park facilities, programming and design parameters for all new parks.	PRL; Planning; Engineering, CMO*	Parks, Recreation and Libraries; Planning; Engineering
	Parks Construction	Incorporate the construction of new parks into the City’s Capital Improvement Program. Ensure that new developments meet requirements for green space provision.		2016-2030
Westminster Station Park and Open Space				
	Little Dry Creek Secondary Trail	Construct secondary trail between Lowell Boulevard and Federal Boulevard	PRL lead supported by Planning Engineering Divisions of Community Development	2016
	Active Areas	Design and construct active play areas and garden		2017
	Park Amenities	Construct shelters, picnic tables, pavilions and similar amenities as funding is identified		Ongoing

*PRL = Parks, Recreation & Libraries Department

*CMO= City Manager's Office



City workers installing storm water and sewer facilities

5/08/17

Table 6-1: Implementation Program

	Improvement or Plan Component	Action	City Department or Public Agency Responsible	Timeframe
Storm Drainage				
Phase I	Storm Water Quality Facility	Construct water quality facility as part of Phase I station and access improvements.	Engineering	2017
	Little Dry Creek Drainage Improvements	Construct Drainage Improvements as follows: 1. Regrading and realignment of Little Dry Creek 2. Construction of regional detention facility/lake to serve northern Station Area 3. Construction of water quality facilities, including culverts and low flow piping		
	Little Dry Creek Master Plan	Adopt as part of the Station Area Plan. Provide a reference in the Plan policies.	Dep't. of Community Development and Dep't. of Parks, Recreation and Libraries	2013
	Storm Water Drainage and Impact Fee Policies and Procedures	Present to City Council for adoption.	Engineering	2017
	Rail Corridor Drainage Improvements	Construct and develop rail corridor drainage facilities north of the railroad tracks as development occurs.	Property Owners; Engineering Division of CD, Division of Public Works; BNSF*	Ongoing as development occurs
Sanitary Sewer				
Phase I	Station Area Sanitary Sewer Improvements	Identify additional improvements needed to accommodate redevelopment in accordance with SASP.	Dep'ts. of Public Works and Community Development.	2016
		Relocation and upsizing of Little Dry Creek Sewer		Ongoing. Completion 2019
	Station Area Sanitary Sewer Improvements	Improvements to local sewer	Dep'ts. of Public Works and Community Development. Include property owners	As needed by increased density, street realignments and changes in use

*BNSF = Burlington Northern Santa Fe Railroad

WATER METER AND GREASE INTERCEPTOR LOCATION CRITERIA

Water Meters

Connections to municipal water are required for commercial uses, domestic uses, and irrigation. To accurately apportion costs and service, each use requires a separate tap, City meter and water account. These meters are generally located underground in public rights-of-way or in a dedicated easement. Under prior written approval from the Public Works and Utilities Department, meters may be placed in an internal meter room. Additionally, all multi-unit, residential and non-residential, buildings require each unit to be privately submetered beyond the City meter. Provision for space, externally or internally, for both the City meters and the submeters needs to be identified in the earliest design stages.

Grease Interceptors

Pretreatment of certain wastewaters is required to protect the collection system and the treatment plant. Pretreatment includes grease interceptors and sand/grit interceptors. Businesses that require pretreatment include all restaurants, food handling establishments, and coffee shops, as well as others as specified by City Code. Grease interceptors are typically placed outside and must be placed low enough in elevation to allow for gravity flow of waste into and out of the interceptor. Additionally, grease interceptors must be accessible for regular cleaning. Since grease interceptors are privately owned, they are located on private property. Provision for grease interceptors needs to be identified in the earliest design stages.

Table 6-1: Implementation Program

	Improvement or Plan Component	Action	City Department or Public Agency Responsible	Timeframe
Water Supply and Recycled Water				
Phase I	Water Transmission and Distribution Improvements	Improvements to local distribution loop	Department of Public Works and Utilities	Portions completed. Portions ongoing with expected completion 2016
	Water Supply Improvements	Improvements to local distribution loop	Department of Public Works and Utilities	Identify Improvements in 2016
		Improvements to transmission, to Station Area	Property Owners	2016
	Water Taps	Transfer all taps to City of Westminster system	Department of Public Works and Utilities	Ongoing with expected completion 2017
		Determine tap credit for previous Crestview Water and Sanitation District taps (current credit to property owner is unknown)		Ongoing
	Non-Potable Water	Non-potable water will not be provided to the Station Area for irrigation or other uses		
Electric and Gas Utilities				
	Undergrounding of Utilities	Underground utilities in concert with new development and new street construction	Division of Engineering in CD*	2013-2030
	Utility Improvements	Work with Xcel Energy to plan and design utility improvements in advance of new development and street construction. Ensure new alignments and required easements are planned to maximize development potential	Community Development and Public Works and Utilities	2013-2030
Wayfinding and Public Art				
	Wayfinding Master Plan	Identify directional signage and design gateway signage and/or art for locations specified by the Specific Plan	Community Development and PRL*	By Station Opening and ongoing
	Public Art Master Plan	Identify locations, artists and art installations to be located within the north transit plaza, parks and streetscapes within the Station Area.		



The success of the Station Area will be linked to perceived and actual safety by transit users, residents and patrons.

*GID = General Improvement District

*CD = City of Westminster Department of Community Development

*PRL= City of Westminster Department of Parks, Recreation and Libraries

Table 6-1: Implementation Program

	<i>Improvement or Plan Component</i>	<i>Action</i>	<i>City Department or Public Agency Responsible</i>	<i>Timeframe</i>
Police and Fire Services				
Phase I	Service and Response Analysis	As the Station Area develops the City of Westminster Police Department will review its level of service calls and response times to determine the amount of additional staff and equipment required.	Police Department	Ongoing
	Emergency Response Plans	Update the City's emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account.	Fire and Police Departments	2016
	Parking Enforcement	Develop a plan and coordinate with the proposed General Improvement District to ensure adherence to parking regulations.	Police Department; Parking District or GID*	Station Opening and afterwards
Economic Development				
Phase I	Parking Structure Wrap	Market City-owned land to the south and west of the parking structure for development.	Economic Development; Community Development; City Manager's Office	2016
	Parking Enforcement	Establish a Parking Program through a GID and identify an entity to manage and enforce parking		Ongoing and as development occurs
	Marketing Program	Carry out a marketing program to attract quality developers and tenants to the Station Area		
	Business Attraction Program	Conduct business attraction programs to induce businesses to locate in the Station Area		
	Business Relocation Support	Support businesses in relocation efforts through research, location identification, connection to funding resource opportunities (local and statewide), marketing and business plan development, and networking		

Table 6-1: Implementation Program

	<i>Improvement or Plan Component</i>	<i>Action</i>	<i>City Department or Public Agency Responsible</i>	<i>Timeframe</i>
City Administration				
Phase I	Funding Mechanisms	Work with all City departments to establish impact fees and other funding mechanisms required to fund Station Area improvements and services	Finance; Community Development; CMO*, CAO*	Ongoing
	General Improvement District (GID)	Establish a GID for the Station Area to finance infrastructure, park land and development, streetscape improvements, parking and planning, operations and management and maintenance.		When appropriate and as development occurs
	Development Impact Fee	Recoup upfront investments and improvements to infrastructure, to be applied to all new development		
	Urban Renewal District	Update the South Westminster Urban Renewal Plan to reflect provisions in this Specific Plan	Finance; Community Development; CMO, CAO	Upon adoption of this Specific Plan
		Explore the creation of a new Urban Renewal Area to encompass the Station Area and potentially additional areas since the existing Phase II South Westminster Urban Renewal Area expires in 2017.	Finance; Community Development; CMO, CAO	When appropriate
	Bond Issuance	Analyze bonds necessary to implement capital facilities in the Transit Area and issue bonds as warranted	Finance; CMO	Ongoing
	Additional Staffing	Review department staffing annually to determine additional staffing needed to serve the Station Area and associated districts and management	CMO	Annually
	Grants	Review opportunities to obtain grants for construction of Station Area and Little Dry Creek Park improvements, such as Adams County open space grants.	CMO; Finance; Economic Development; Community Development; PR&L	Annually

*CMO = City Manager's Office, *CAO = City Attorney's Office, *TIF = Tax Increment Financing

6.6 FINANCING STRATEGIES

OVERVIEW

Infrastructure and improvements within the Station Area will require a combination of public and private action and investment. Typically, infrastructure improvements to serve development are constructed and funded by private developers. The City also collects impact fees to fund infrastructure that serves the entire City, such as open space and recreational amenities. However, redevelopment of the Station Area will require City involvement in order to support and attract private investment and to ensure successful operation of the transit station.

The composition of property ownership in the Station Area requires an incremental process of redevelopment, where no single developer will redevelop the entire Station Area. Larger parcels or contiguous properties with single ownership (such as those shown in Figure 1-5) will likely redevelop first, with areas requiring significant land assembly developing later as market demand increases. This incremental development process will necessitate a coordinated effort by the City to implement infrastructure improvements that will serve more than one development. The phasing and implementation of

this infrastructure will be evaluated on a project-by-project basis and may include public/private partnerships with other public entities (i.e. the Westminster Housing Authority, Westminster Economic Development Authority, or to-be-created General Improvement District) and/or the private sector. The City would recoup its infrastructure investment from revenue proceeds generated from new development activity over a long-term duration. In conjunction with this strategy, the City intends to utilize a host of funding mechanisms to provide the necessary funding capacity as described in this section.

Implementation of the Specific Plan will also include a significant level of management, maintenance and operation of facilities. Parks, streetscapes, plazas, wayfinding signs, and other facilities will require ongoing management and a continuous funding stream to ensure infrastructure in the Station Area is well-maintained and continues to operate successfully. Marketing and event planning will also require City resources and funding. While some maintenance and operation funds will come from the City's General Fund, some funding for management, maintenance and operations will be raised through alternative sources. Potential options for financing infrastructure, operations and maintenance and other im-

plementation measures are identified in the text below and in Table 6-2.

CITY OF WESTMINSTER CAPITAL IMPROVEMENTS PROGRAM (CIP)

The City of Westminster funds capital improvement projects as part of its annual budgeting process. Three CIP funds provide annual funding opportunities for infrastructure improvements in the Station Area: those being the **Water and Wastewater Utility Fund**, the **Storm Management Fund** and the **General Fund**. The City utilizes a two-year budgeting process, whereby the budget is established in even years. Funding is determined in October of the previous year for budget authority to expend proceeds. The City's budget is expended on a calendar-year basis. The City has already set aside and spent a considerable amount of funding for the Station Area, and intends to continue funding into the future as budgeting permits.

DEVELOPMENT FEES

The City intends to establish and impose development fees to recapture expenses related to the installation of infrastructure. The fees would be

imposed on new development at the time of building permit issuance, calculated on a per unit basis or the amount of leasable square footage. Developers would be required to pay these fees, unless otherwise rebated or reduced pursuant to a development agreement between the City and the developer.

GENERAL IMPROVEMENT DISTRICT

A General Improvement District (GID) will be created for the Station Area to facilitate construction, acquisition and maintenance of infrastructure and public facilities. The district will establish a mill levy and potentially other fees that will be used to pay down debt, if any, that is incurred to construct the infrastructure. It will also provide a capital fund for future infrastructure improvements, and provide funds for maintenance and upkeep of property in the public domain.

Improvements and public facilities funded by the district will include streets, streetscape improvements, public art and wayfinding, park and streetscape maintenance, and event programming for public spaces. The district will be managed and administered by the City and overseen by the City Council.

Parking Program

A Parking Program will be established under the GID to provide funding capacity to construct, operate and maintain public parking facilities, including parking garages.

PUBLIC AND PRIVATE SECTOR GRANTS AND CONTRIBUTIONS

The initial improvements in the Station Area rely significantly on grants and contributions from other governmental agencies. One of the most significant contributors is the Denver Regional Transportation District (RTD), which has committed approximately \$10 million towards transit-supporting infrastructure including the North Station Plaza, parking structure, bus transfer facility and essential street construction for station operation. The Westminster Housing Authority (WHA) is also investing \$2.2 million towards utility and street improvements to support the development of affordable housing.

In addition, the City has partnered with several other agencies, totaling \$5.5 million of funding as of February 2016, to develop the approximately 37.5 acre Westminster Station Park and open space in the southern portion of the Station Area. The funding partners include:

- Denver Urban Drainage and Flood Control District;
- Adams County;
- Adams County Open Space;
- Denver Regional Council of Governments.

MAINTENANCE AND UTILITY ASSESSMENTS

The Station Area will be a diverse urban neighborhood where public rights-of-way and facilities will define its identity, access and amenities. Unlike conventional suburban development, where the property owner is responsible for maintenance of such features, most of the maintenance responsibility in the Station Area will fall to the City.

The City intends to work with property owners to create a General Improvement District (GID) to provide funding to maintain streetscape improvements, and to provide and maintain public parking.

PUBLIC/PRIVATE PARTNERSHIPS

The City of Westminster will work to attract developers and tenants to the Station Area in order to achieve the

Specific Plan vision. Initial development will likely be achieved through public-private partnerships with property owners and developers. The first projects will set the tone and character of the Station Area and will influence future investment in the area. The City has already acquired approximately 14 acres of land north of the tracks (Most of this land is for public facilities with only about 2 acres available for resale to developers). The City is also working to facilitate redevelopment of additional adjacent properties.

In addition, multiple opportunities to help fund redevelopment in the Station Area may exist, including property and sales tax increment from the potential reinstated TIF mechanism; possible fee and tax reductions or rebates and other direct funding for improvements from South Westminster Revitalization Area funds; and potential tax credits and assistance as part of the Adams County State Enterprise Zone designation.

BOND FINANCING

The City will assess the financial needs for facilitating development in the Station Area and may issue bonds in a financially prudent manner. Funding generated from bond issuance could provide funding for land

acquisition and land banking, utility infrastructure improvements, street construction and aesthetic enhancements, parking facilities, public space, park development and other development supporting endeavors.



City-owned property in the Station Area as of early 2016 is shown with the yellow hatch. The Station Area boundary is shown in red.

Table 6-2: Financing Strategies

<i>Project Components</i>	<i>Capital Improvements Program</i>	<i>Development Fees</i>	<i>General Improvement District</i>	<i>Grants & Contributions</i>	<i>Tax Increment Financing (If available)</i>	<i>Maintenance & Utility Assessments</i>	<i>Bond Financing</i>
North Station Plaza	X			X			
Parking Structure Construction	X		X	X	X		X
Parking District Operations			X			X	
Bus Transfer Facility	X			X			X
Street Construction	X	X	X		X		X
Streetscape Improvements	X	X	X		X		X
Water & Sanitary Sewer	X	X	X	X		X	X
Train Platform and South Station Plaza	X			X			X
Westminster Station Park	X	X	X	X	X		X
Land Acquisition & Banking	X		X	X	X		X
General Area Maintenance			X			X	
Parks & Public Spaces	X	X	X	X	X		X
Bond Debt Repayment		X	X		X		
Public Space Programming	X		X	X			



Great places are created through multiple strategies, policies and mechanisms which are carried out through public/private partnerships.

6.7 DEVELOPMENT PROCESS

Implementation and adoption of this Specific Plan will establish a framework for a streamlined development process for properties within the Station Area. **The Specific Plan will establish land use and development standards for the Station Area.**

Development projects will require submittal of an Official Development Plan (ODP) for review. All proposed site, building and landscaping plans as well as other components of the ODP will be required to comply with the applicable policies, standards and guidelines of this Specific Plan, and any other applicable provisions of the Zoning Code. Approval of an ODP submitted for development in the Station Area shall be made administratively by the City Manager or designee.

DESIGN REVIEW (OFFICIAL DEVELOPMENT PLAN)

Design review of a submitted project shall be based on the provisions of this Specific Plan. The policies, circulation and open space network, development standards and design guidelines established by this Specific Plan for the Station Area shall be applicable and will establish the basis for design review.

PROJECT PHASING

The City may approve a phased build-out of a project upon approval of an Official Development Plan (ODP) for the parcel. Phasing shall indicate how the development will be built out over time to meet Floor Area Ratio (FAR) and/or density requirements and how parking garages will be added, if applicable. The key criterion for project review is whether the initial phase establishes a framework for achieving the desired character of the Station Area.

All 1st phase development must meet minimums established in the requirements and zoning criteria in the Specific Plan.

VARIANCES

Property owners may apply for a variance from the standards and requirements set forth in this Plan of up to 10 percent of the standard. The Planning Manager may approve the variance subject to finding that the intent of the standard or requirement in question is met and surrounding development and the public realm are not negatively impacted. For variances that exceed 10 percent of any standard or requirement in this Plan, refer to W.M.C. 2-2-8.

7 APPENDIX



7. APPENDIX

7.1 GLOSSARY OF TERMS

A

Alley:

A narrow passage way between or behind buildings. It can be used for service access and for pedestrian connections.

Access Point:

A point of entry on a block front providing access to parking or service facility areas.

B

Bikeshare:

The *Bikeshare* program is designed to provide the entire Westminster community with equitable access to a convenient, affordable and healthy way to experience the City's renowned network of open space trails. Riders, who must be 18 or older, join the program by signing up for hourly, monthly or annual passes.

Westminster's bike share features the Zagster 8, an award-winning bike known for its practical design, comfortable ride and easy handling. The bike includes a spacious basket

that's perfect for carrying groceries, takeout or personal belongings. And because rider safety is a priority, every bike includes automatic lights, a bell and full reflectors.

Bio-retention:

Bio-retention is the process by which contaminants and sedimentation are removed from stormwater runoff. Stormwater is collected into the treatment area which consists of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants.

Blade Sign:

A Blade Sign, also known as a projecting sign, is a sign other than a flat wall sign that is attached to, and projects from, a building wall or other structure not specifically designed to support the sign

Block:

The area bounded by streets defined for the purpose of site organization used to regulate the land uses, heights, and design requirements of this Specific Plan.

Build-to Line:

A line, parallel to the property line, that must be occupied by a specified percentage of the building facade.

Building Face:

The exterior wall of a building.

Building Front:

A generally vertical building plane facing a specific direction or looking out upon something, typically a public right of way or public space.

Building Type:

A structure category determined by function, disposition on the lot, and configuration, including frontage and height.

C

City:

Refers to the various Departments of the City of Westminster, Colorado.

D

Driveway:

A driveway is a type of private road for local access to one or a group of buildings, and is owned and maintained by an individual or group.

E

Encroachment:

Any structural element (including

architectural features) that extends from the Building Face into the public right-of-way or Setback.

Encroachment Area:

The area of land between the Building Face and the back of the curb, where Encroachments may be located.

F

Facade:

A Building Face that is along a Frontage.

Facade Width:

The horizontal distance of a single building Facade.

Fenestration:

The arrangement and design of windows and other openings on a building's Facade.

Frontage:

The extent of a building or of land along a public right-of-way or open space.

Furnishing(Amenity) Area:

A multi-purpose area that serves as a buffer between the pedestrian travel way and the vehicular travel way and parking on the street. It provides

space for sidewalk appurtenances such as street trees, planting strips, street furniture, public art, sidewalk café seating, sign poles, signal and electrical cabinets, fire hydrants, bicycle racks and bus shelters.

G

General Improvement District (GID):

GIDs are local taxing entities created for the purpose of constructing, operating, or maintaining specific public improvements or services within a specified area. GIDs are formed by property owners petitioning form a district or be included in an existing district.

Grasscrete:

GRASSCRETE® is essentially a cast-on-site cellular reinforced concrete system with voids created by plastic formers. The voids provide opportunities for stormwater infiltration and reduce runoff.

Ground Plane:

A horizontal plane of reference from which vertical measurements can be taken. Usually the ground plan refers to the adjacent grade at the sidewalk.

H

Habitable Space:

Space in a structure that is occupiable and is used primarily for residential, office, and retail use. Storage areas and utility spaces are not considered habitable although may be accessory to the primary habitable use.

L

LEED:

Leadership in Energy and Environmental Design. A green building rating system developed by the US Green Building Council that provides a suite of standards for the environmentally sustainable design, construction and operation of buildings and neighborhoods.

Liner Building:

A building or portion of a building containing habitable space that is located along a block frontage so that it screens a parking garage, urban anchor, or similar building from view.

M

Minimum Frontage Occupancy:

(also Minimum Building Frontage Occupancy) is the minimum percentage of a block front at which a building frontage is set.

P

Plane Break:

A vertical or horizontal offset of adjacent Building Faces used to create articulation and break up long wall planes.

Podium High-Rise Building:

Wood-framed Structure on top of the non-combustible (concrete) podium structure

Primary Entrance or Principal Entrance:

The main point of access for pedestrians into a building.

Principal Frontage:

The Frontage designated to bear the addresses of and Principal Entrances to the individual units of a building.

Projection:

An architectural element or portion of the building that extends beyond the Building Face into the public right-of-way or Setback.

R

Roadway:

The area in the right-of-way as measured from curb to curb intended for vehicular travel, as well as bicycle travel, in designated areas.

S

Sidewalk Dining Zone:

A portion of the public sidewalk or private front yard dedicated to outdoor dining.

Sidewalk Grade:

A level plane along the top of the sidewalk pavement.

Sign:

Any display board, wall, object, or any other material or medium used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public.

Stepback:

Stepbacks are required for multi-story buildings to reduce the 'canyon' effect that taller buildings can create on the pedestrian experience. Beyond a certain number of floors, minimum distances are required for upper floor to be offset away from the build-to-line. This also allows for more solar gain in the public right-of-way.

Street:

A public or private thoroughfare, which affords principal means of access to the abutting property.

Street, Public:

A public thoroughfare, which affords principal means of access to the abutting property.

Street, Private:

A private thoroughfare, which affords principal means of access to the abutting property.

Street Wall:

A series of generally coplanar building faces that face and spatially frame a space, typically a public right-of-way or similar public space.

Story:

A building story is defined as the space, or vertical distance, from the structural floor of one level of the building to another.

Swale:

A low or slightly depressed natural area for drainage.

T

Transportation Demand Management (TDM):

Transportation demand management (TDM) refers to a set of strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles.

W

W.M.C.:

Westminster Municipal Code, the Municipal Code of the City of Westminster, Colorado.

Woonerf:

“Woonerf” is a term in planning that is adopted from what the Dutch call a special kind of street (or group of streets) that functions as shared public space — for pedestrians, cyclists, children and, in some cases, for slow-moving, cautiously driven cars as well. Roughly translated as “living streets,” the woonerf (pronounced VOO-nerf) functions without traffic lights, stop signs, lane dividers or even sidewalks. The concept is to encourage human interaction; those who use the space are forced to be aware of others around them, make eye contact and engage in person-to-person interactions.¹

¹ The New York Times

7.2 PROPOSED STREET RENAMING

HOOKER STREET TO HUNTER STREET

It is the desire of the City of Westminster to rename Hooker Street in the Station Area to **Hunter Street**. This will be applicable to the length of the street between 72nd Ave and Westminster Station Drive and will follow the Denver Street Grid nomenclature.

The change will be effected after the adoption of this Specific Plan.

7.3 REFERENCED AGENCIES AND DOCUMENTS

AGENCY/MUNICIPALITY

City of Westminster

303-658-2400 | www.ci.westminster.co.us

Adams County, Colorado

303.659.2120 | www.co.adams.co.us

Regional Transportation District (RTD)

303.628.9000 | www.rtd-denver.com

Denver Regional Council of Governments (DRCOG)

303-455-1000 | <https://drcog.org>

Colorado Department of Transportation (CDOT)

www.codot.gov

REFERENCED DOCUMENTS

Please contact the City of Westminster, or other Jurisdiction, if any of the following documents are no longer available at the web links supplied:

City of Westminster 2013 Comprehensive Plan

www.ci.westminster.co.us/CityGovernment/CommunityDevelopment/PlanningDivision/ComprehensivePlan

City of Westminster Municipal Code

www.ci.westminster.co.us/CityGovernment/CityCode

City of Westminster Regulations and Design Guidelines

www.ci.westminster.co.us/CityGovernment/CommunityDevelopment/PlanningDivision/RegulationsandDesignGuidelines

City of Westminster Urban Renewal Areas

www.ci.westminster.co.us/CityGovernment/CommunityDevelopment/UrbanRenewalAreas

Adams County Federal Boulevard Framework Plan

www.co.adams.co.us/index.aspx?NID=1281

Fox Tuttle Hernandez (FTH) 2014 City of Westminster Parking Study



WESTMINSTER